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American Railroad Journal.

New York, Saturday, March 29, 1873.

Boston, Hartford and Erie Railroad.

Wm. T. Hart, George T. Olyphant, and Charles P. Clark, the trustees under what is known as the Berdell mortgage on the Boston, Hartford and Erie Railway Company, have not been slow to take action on the decision in their favor in the United States Court in Boston. Their mortgage, which is for $20,000,000, provides that on failure to pay interest they may at once foreclose the mortgage, subject, however, to a right in the original company to redeem within eighteen months. Sept. 13, 1871, they took possession, under foreclosure, of the road, subject, of course, to the eighteen months' right of redemption. The recent litigation has been to prevent the completion of the foreclosure, in view of certain provisions of the Bankrupt act. That having been decided in favor of the bondholders, the trustees above named now call for a meeting of all those holding the bonds at Horticultural Hall, Tremont street, Boston, the 17th proximo, to hold an election, to be presided over by the trustees under the mortgage, or those present, for a board of directors, of the same number as now authorized for the railroad, to organized themselves into a corporation with the same privileges as the present railroad.

At this meeting a new corporate name is to be selected; the capital stock is to be the amount of the Berdell bonds outstanding, and each bondholder will be entitled to ten one hundred dollar shares of the new stock for each thousand dollars of bonds when surrendered, and is to vote according to his bonds.

INVESTMENT BONDS.

THE NORTHERN PACIFIC 7-30 FIRST MORTGAGE GOLD BONDS, which we recommend as a profitable and well-secured investment, bear 7 3-10 per cent. gold interest, and have the following elements of security, viz:

1. They are the obligation of a strong corporation.

2. They are a First Mortgage on the Road, its Equipments, Rights and Franchises.

3. They are a first lien on its Net Earnings.

4. There is pledged, in addition, for the payment of principal and interest, a Land Grant of 12,800 acres per mile through the States, and 25,600 acres per mile through the Territories traversed. The Company is already entitled to nearly Ten Million acres of its Grant, and its Land Sales thus far have realized $5 66 per acre.

With nearly 500 miles of the road completed and in operation, the earnings for 1873 will be large.

All marketable stocks and bonds are received in exchange for Northern Pacifics on most favorable terms.

JAY COOKE & CO.,

New York, Philadelphia and Washington.

FOR SALE BY BANKS AND BANKERS GENERALLY.

Vermont Central Railroad.

At St. Albans, Vt., on the 21st inst., in the suit of the Vermont and Canada Railroad Company against the Trustees of the Vermont Central Railroad for rent, Chancellor Boyce, in delivering his opinion, said that the court had labored under no embarrassment as to the disposition of this case. This petition is for an order upon the receivers and managers for the payment of the rent. The court could make no such order until they were put in possession of the facts, and the receivers had settled their accounts. It appeared that no accounts have been settled since 1866, and there was no excuse for the neglect of this duty, on the part of the receivers; we think it was a plain duty on the part of the receivers to make a settlement of their accounts annually, and we shall make such an order that the receivers make such a settlement in the Court of Chancery. The court would make no order upon the receivers to pay this rent at the present time.

In reference to the other petitions, praying for the removal of receivers, if they were allowed to lie in this court it would embarrass the managers in their business. The trustees could be removed upon a motion if they should be found unworthy. It would be no particular benefit to the petitioners to allow the petitions to remain, and we decide either to dismiss them without prejudice or permit the parties to withdraw them.

☞ At a meeting of the stockholders of the Middleburgh and Schoharie Railroad Company, held in Middleburgh on the 24th inst., the following persons were elected directors for the ensuing year; D. D. Dodge, P. S. Danforth, L. Sanford, Wm. H. Engle, John A. Goewey, David Becker, Jacob, Neville, D. Beekman, E. Cook, J. M. Scribner, G. N. Frisbie, A. Haines and S. J. Freemyre; and at a subsequent meeting of the directors, the following officers were elected: D. D. Dodge, President; L. Sanford, Vice President; P. S. Danforth, Treasurer; J. Neville, Secretary.

☞ The time for the completion of the Harlem River and Port Chester Railroad, and for said company to comply with the conditions of its act of incorporation, and the amendments thereto, has been extended to January 1, 1874.

Pennsylvania Railroad Company.

TWENTY-SIXTH ANNUAL REPORT.

OFFICE OF THE PENNSYLVANIA RAILROAD CO., PHILADELPHIA, March 10, 1873.

To the Stockholders of the Pennsylvania Railroad Company:

Your Directors have much pleasure in submitting to you the following very satisfactory statements of the business of your Railways and Canals for the past year.

The earnings of your Railway and Branches between Philadephia and Pittsburg were:

From passengers	$4,022,012 80
From emigrant passengers	240,005 08
From mails	154,914 78
From express matter	449,627 25
From general freights	16,856,891 41
From miscellanous sources	289,073 85
	$22,012,525 27

EXPENSES.

For conducting transportation	$4,964,932 75	
For motive power	3,826,946 40	
For maintenance of cars	1,305,899 83	
For maintenance of road	3,337,724 69	
For general expenses	329,169 42	
		13,764,673 09
Leaving net earnings in 1872		$8,247,852 18
The total earnings of these works in 1871 were		$18,719,836 85
And for 1872		22,012,525 27
Showing an increase in 1872 of		$3,292,688 42

Of the above earnings, there were received from the 358 miles of Main Line:

In 1872	$20,010,818 80
In 1871	17,338,824 28
Increase from the Main Line	$2,671,994 52

And from the Branch Lines:

In 1872—426 miles in length	$2,001,706 47
In 1871—375 miles in length	1,381,012 57
Increase	$620,693 90
The earnings of the Branch Lines operated by your company in 1872, as already stated, were	$2,001,706 47
The expenses of operating them, including rents of leased branches, were	1,994,121 84
Showing a net direct profit in operating these lines, of	$7,584 63

The sources of revenue in 1872 compared with those of 1871, show an increase in every item as follows:

First-class passengers	$302,748 44
Emigrant passengers	83,612 96
General freights	2,804,586 90
Mails	7,021 66
Express matter	87,277 45
Miscellaneous	7,441 01
Total	$3,292,688 42

The whole number of passengers carried in 1871 was 4,699,985, and in 1872, 5,250,393, an increase of 550,408, or nearly 11 71-100 per cent.

The average distance traveled by each passenger was 53 11-100 miles, being 58-100 more than in 1871.

The number of tons of freight moved (including 614,757 tons of fuel and other materials for the company's use) was 8,459,535 tons, embracing 3,669,071 tons of coal. It was last year 7,100,294 tons, showing an increase of 1,359,241 tons, or over 19 3-10 per cent.

The average charge per net ton per mile upon freights during the year was 1 4163-10000 cents, against 1 3889 10000 cents last year, and per passenger 2 45-100 cents per mile against 2 53-100 last year, or an average increase in the rate of freight charges in 1872 above those of 1871, of 0 0276-10000, or a little over a quarter of a mill per ton per mile; and in passenger charges a decrease of 8-10 of a mill per passenger per mile.

The average cost of moving freight was 0 886-1000 cents per ton per mile, and for passengers 1 837-1000 cents per passenger per mile.

The actual cost of operating your railway, including branch lines in 1872, was 62 53-100 per cent of its receipts; excluding branch lines, it was 58 92-100 per cent.

The earnings of the Philadelphia and Erie Railroad in 1872, were:

From passengers	$647,274 09
From freights	3,177,518 92
From express matter	44,917 87
From mails	27,578 20
From miscellaneous sources	83,438 79
Total (nearly $13,822 per mile of road)	$3,980,752 87

The operating expenses during the same period were:

For conducting transportation	$841,298 21	
For motive power	915,755 45	
For maintenance of cars	338,019 18	
For maintenance of way	1,192,943 07	
		3,288,015 91
Showing a balance to the credit of Philadelphia and Erie Railroad of		$692,736 96

The number of tons of freight moved upon this line during the year was 2,028,568 tons, against 1,828,491 in 1871, 1,614,287 in 1870, and 1,302,041 in 1869, showing a steady annual increase of traffic.

The average charge made per mile on freights was 1 190-1000 cents per ton per mile, and the actual cost of its movement 0 941-1000 of a cent per ton per mile, leaving a margin of profit of only one quarter of a cent per ton per mile.

The increased tonnage in 1872 over 1871 was 200,077 tons, and the increase in revenue from freights was $377,190 61-100, and from passengers, $61,298 53-100. The total increase of revenues for the year being $438,889 14-100; but the expenses, chiefly owing to the destruction of the Linden Bridge by fire, and the unusually large amount of iron required to keep the track in good condition, has more than absorbed this increase.

The net earnings of the Philadelphia and Erie Railroad have disappointed the expectations of its friends and projectors; not in the extent of its tonnage since the modification of the lease, but in the rates of freight that it has been able to command for what it carried. This line being longer from the commercial centres of the East to all important points of the West than its competitors, and traversing a sparsely populated country, with gradients unfavorable for cheap transportation, the cost of conducting its passenger business has usually exceeded the income from this branch of revenue. This year it shows a loss of $37,933 73.

In working this railway it early became apparent that the continuance of the old lease, which exacted thirty per cent of the receipts without regard to the rates of freight that could be procured, must result in the adoption of charges by the Lessee that would render any participation in the lake trade at Erie, or through traffic from west of the mountains, impossible. For such business the New York and Erie Railroad Company, the chief competitor of this line, charged rates that yielded it little or no profit, and the Lessee consequently had no other resort but to meet this competition, or abandon the through traffic, and rely upon the local business of the line for its support, at rates of freight which would leave a sufficient margin for profit on its transportation, to meet the terms of the lease.

Before adopting the policy here indicated, which appeared to be opposed to the interest and expectations of the public, the question of a modification of the lease to meet the difficulty thus developed by the character of the traffic of the line, was brought before the shareholders of the Philadelphia and Erie Railroad Company, who with great unanimity confirmed the alterations proposed. Under the modified terms, the Lessee agreed to work the line at cost, giving to the shareholders whatever profit the enterprise might develop.

This change in the lease has permitted the Pennsylvania Railroad Company to develop the resources of the country traversed, meet the interest upon its bonded indebtedness, and preserve the property to the shareholders, that they may be able to reap from their investment whatever advantage the future has in store for them, from an increase in the population and wealth of the country traversed or that may become tributary to the line.

Before the lease was entered into, the shares of the Philadelphia and Erie Railroad Company had only a nominal value, being freely offered at five per cent of par. They are now marketable at over fifty per cent (an increase of a thousand per cent), clearly demonstrating that the lease has not had, as represented, a depressing influence upon the stock of the company.

The lease of this line was only offered to the Pennsylvania Railroad Company after it had been declined by the officers of the Philadelphia and Reading Railroad Company, and after all other means for raising the funds required to complete the work, that did not involve the sacrifice of the stock of the company, had failed.

The failure of this enterprise to become at once profitable, is due first, to its having been started with insufficient capital; second, that it was located without reference to the capabilities of the country, it was to traverse, to yield a sufficient traffic for its support. Instead of crossing the valuable coal deposits of the Allegheny Mountains, it passed north of them, and in doing so avoided also the still more important oil deposits of Northwestern Pennsylvania, the existence of which was then unknown, being influenced in the adoption of the present route by two insignificant local subscriptions; thirdly, by commencing and continuing the work of construction at both ends, when the means of the company were insufficient for the execution of any considerable portion of either end, a policy which has ruined many other extended enterprises, and by the temporary adoption of which by the Pennsylvania Railroad Company the early success of that enterprise was jeoparized; fourthly, from its financial sacrifices incurred to secure an early opening of its road, through which mainly its cost with a single track, has amounted to $75,744 per mile, while that of the Pennsylvania Railroad, with a double track throughout and a third track for a portion of the distance, traversing a vastly more rugged country, was but $71,992.

In strong contrast with this policy, it may be stated that all financial sacrifices made during the construction of the Pennsylvania Railroad, as well as the interest that had been paid to shareholders and others until the railway was finished to Pittsburg, were charged directly to the expense account, until returned from the net revenues of the railway, instead of, as in the Philadelphia and Erie and many other cases, having been charged to the cost of construction.

The only way, it is believed, by which the stock of the Philadelphia and Erie Railroad Company can be made more profitable is the employment of more capital to open up the resources of the country naturally tributary to it; this is now being done, and it is hoped will finally enable it to earn dividends to its shareholders.

The earnings of the United Railroads of New Jersey and the Philadelphia and Trenton Railroad, excluding those of the Belvidere Delaware Railroad and Flemington Branch, were, in 1872:

From passengers	$4,573,312 52
From freights	3,263 293 86
From express matter	236,554 95
From mails	48,485 00
From miscellanous sources	144,580 47
	$8,266,226 80

Expenses:

For conducting transportation	$2,755,690 75	
For motive power	1,595,096 62	
For maintenance of cars	379,637 17	
For maintenance of road	1,224,007 03	
For general expenses	50,735 21	
		6,005,166 78
Leaving net earnings in 1872		$2,261,060 02

The earnings of the Belvidere Delaware Railroad, sixty-eight miles in length, and Flemington Branch of twelve miles, were in 1872:

From passengers	$154,479 83
From mails	4,319 26
From express matter	3,737 31
From general freights	499,499 33
From miscellaneous sources	2,357 45
	$664,393 18

Expenses:

For conducting transportation	$125,906 60	
For motive power	146,434 90	
For maintenance of cars	44,840 09	
For maintenance of road	198,349 89	
		515,531 48
Showing a balance to credit of Belvidere Railroad for 1872 of		$148,861 70

The earnings of the Delaware and Raritan Canal in 1872 were:

From tolls	$938,832 06
From steam towing	567 053 99
From miscellaneous	18,719 19
	$1,524,605 24

Expenses:

For maintena'e of canal	$278,930 52	
For canal operation, including drawbacks of $109,448 80	293,388 27	
For steam towing acc't.	443,718 70	
		1,016,037 49
Leaving net earnings in 1872		$508,567 75
After deducting drawbacks allowed to shippers in 1872, and also in 1871, the actual revenues from the Delaware and Raritan Canal, were in 1872		$1,415,156 44
And they were in 1871		1,280,736 84
Showing an increase of		$134,419 60

The earnings of the Philadelphia and Trenton and the United Railroads of New Jersey, Belvidere Delaware Railroad, and Flemington Branch, and the Delaware and Raritan Canal in 1872 were:

From United Railroads of New Jersey, &c	$8,266,226 80
From Belvidere Delaware Railroad and Flemington Branch	664,393 18
From Delaware and Raritan Canal	1,524,605 24
	$10,455,225 22

Expenses:

For United Railroads of N. J	$6,005,166 78	
For Belvidere Delaware Railroad and Flemington Branch, including net earnings ($146,861 70)	664,893 18	
For canal	1,016,037 49	
		7,685,597 45
Total net earnings of railroad and canal in 1872		$2,769,627 77
The gross receipts from these works in 1871 were		$8,959,157 06
And those for 1872		9,962,461 96
An increase of		$1,003,304 90

The amount required to pay interest on bonds and dividends to the shareholders of the United New Jersey Railroads and Canal, under the lease is		$2,292,987 34
To which add the interest at seven per cent upon the average estimated amount of additional capital employed in conducting the business of the road, "$1,740,890 93," six months		60,931 14
Add interest on loss in operating road in 1871, "$930,238 23," one year, seven per cent		65,116 67
Total		$3,419,035 15
From this deduct the amount contributed to the sinking fund from the earnings of the railways in 1872	$112,920 00	
And the amount of debt of the United Companies paid off by the Pennsylvania Railroad Company in 1872	140,568 12	
Amount received from investments	171,629 92	
		425,118 04
Balance		$2,993,917 11
From which deduct net earnings of railways and canals		2,769,627 77
Leaving the deficit of 1872		$224,289 34
Add deficit that had accrued up to January 1, 1872		930,238 23
The total deficit up to January 1, 1873, was		$1,154,527 57

In considering this statement it will be recollected that no charge has been made against the business of the New Jersey Railroads for the use of the cars of the Pennsylvania Railroad Company engaged in the through traffic over those railroads, or for any part of the general expense account incured for the management of the whole of the works of your company, which should be distributed in due proportion among its own and leased lines.

On the completion of the extensive improvements commenced at and near Jersey City, and the construction of the additional tracks contemplated along the line, it is believed that the cost of moving and handling freights and passengers will be so materially reduced that we shall be able not only to meet the terms of the lease from the profits of the works, but to gradually extinguish the large deficit that has accumulated. Without the additional facilities already provided, the increase of the business of the past year could not have been disposed of at all, and the proper working of the line is still greatly embarrassed for want of the additional facilities which are now being provided.

As large, however, as this deficit now amounts to—if it is never returned from the profits of these works—its creation was fully justified by the absolute necessity there existed for the accommodation of the rapidly increasing traffic of our line from the West, destined to New York and the East, the small profits upon the transportation of which were not considered by the lessors of these railways and canals of sufficient importance to induce them to incur the heavy terminal expenditures required for its prompt and economical delivery.

The number of passengers carried over the United Railroads of New Jersey in 1872, was 7,580,795, and the average distance traveled by each passenger was 21 39-100 miles.

The number of tons of freight moved was 2,536,304 tons, including 55,732 tons of bituminous coal for shipment at South Amboy and 78,027 tons of material transported for the company's use.

The average charge per net ton per mile upon freights during the year was 2 55-100 cents, and per passenger 2 52-100 cents per mile.

The actual cost of operating the Philadelphia and Trenton and the United Railroads of New Jersey in 1872, was 72 64-100 per cent of its receipts, which high rate is mostly due to the want of facilities at the termini of the road for handling economically the large traffic of the line.

The number of tons of freight moved on the Belvidere Delaware Railroad and Flemington Branch, was 914,833 tons, of which 842,749 tons was anthracite coal.

The average charge per net ton per mile upon the freights carried over these lines in 1872, was 1 11-100 cents, and the cost of moving it was but 0 819-1000 cents per ton per mile, reflecting much credit upon the General Superintendent, F. W. Jackson, Esq., and the Superintendent in immediate charge, Mr. John A. Anderson, for the efficient and economical management of the line.

As the accounts of the business of these railways have not heretofore been entered in the form and detail with which those of the Pennsylvania Railroad Company have been kept, we have no reliable data for comparing the results of the business of 1872 with those of previous years.

The lease of the New Jersey improvements between Philadelphia and New York, includes, also, the Delaware and Raritan Canal, the water line between those cities. This work is under the charge of General I. J. Wister as General Superintendent, in place of John G. Stevens, Esq., elected General President of the several companies in New Jersey whose lines you have leased. This canal, though its coal tonnage fell off materially in 1872, has yielded, however, an increase in its net profits over the previous year of over $134,000.

With the lease of the New Jersey Railroads and Canals, this company also received property represented by shares in and bonds of branch railroads, street railroads, turnpikes, bridges and ferries over the Delaware and Hudson rivers, amounting at par to $5,714,444 25, valued at the time of their delivery at $4,065,225 25, and believed to be now worth about that sum. These securities yielded in 1872 a net revenue of $171,629 92, but they cannot be sold without injury to the general interest of this company. This leaves the means necessary to make the improvements so urgently demanded for the accommodation of the large and increasing business of these railways at Philadelphia, Jersey City and along the line, to be obtained from other sources. These improvements, consisting of additional tracks for passing trains, sidings at the termini, shops, engine houses, passenger stations, warehouses, wharves and stock yards, the construction of which could not longer be delayed, have been commenced and will be prosecuted with vigor. Their completion will require a heavy outlay which, if it had been incurred some years since, would at this time have added materially to the revenues of the company, and to a greater extent have diminished the expenses of managing its business.

The live stock traffic of the Pennsylvania Railroad Company destined to Jersey City, New York and points in the East, for want of facilities for its accommodation at Jersey City, has for many years been forced to leave the Pennsylvania Railroad at Harrisburg, 106 miles west of Philadelphia, and reach New York over the East Pennsylvania and New Jersey Central Railroads, thus losing the profit of its transportation for about 200 miles out of 450 miles between Pittsburg and New York.

The New Jersey Central Railroad Company, in consequence, it is supposed, of the crowded condition of its line, has recently demanded specific rates for the transportation of live stock over its railway instead of its share of the rates obtainable in competition with other routes as heretofore. To meet this movement and restore this traffic to its natural channel, this company is under the necessity of at once incurring a heavy expenditure which ought to have been made some years since by the New Jersey Companies.

The estimated expenditures for all these works during 1872, 1873 and 1874, including the rebuilding of the Trenton and Brunswick bridges with iron, has been estimated at $5,250,000. To meet

this sum, the Joint Railroad Company of New Jersey have delivered to us of their general mortgage bonds, $3,000,000, the interest upon which will have to be added to the annual payments to be made under the lease.

The revenues of all the lines operated by your company in 1872, between Pittsburg and Jersey City, and the amounts paid for their working expenses, interest on debts and dividends to shareholders, are as follows:

Receipts:

From the Pennsylvania Railroad and Branches	$22,012,525 27
From the Philadelphia and Erie Railroad	3,980,752 87
From the United Railroads of New Jersey	8,266,226 80
From the Belvidere Delaware Railroad, including the Flemington Branch	664,393 18
From the Delaware and Raritan Canal	1,524,605 24
From the dividend on stock in the Pennsylvania Comp'y from April 1 to October 1, 1872	240,000 00
Total	$36,688,503 36

Expenses:

Of the Pennsylvania Railroad and Branches	$13,764,673 09	
Of the Philadelphia and Erie Railroad including net earnings	3,980,752 87	
Of the United Railroads of N. Jersey	6,005,166 78	
Of Belvidere Delaware R.R. and the Flemington Br., including net earnings	664,393 18	
Of the Delaware and Raritan Canal	1,016,037 49	
		25,431,023 41
Net profits for the year upon all the lines operated by the Co		$11,257,479 95
From which deduct dividends declared in May and November (each 5 per cent), with the taxes paid thereon	$4,711,497 00	
Interest paid by this company after deducting interest and dividends received	434,145 95	
Paid for the lease of the Harrisburg and Lancaster Railroad	135,056 34	
Annual payment to the State of Pennsylvania on account of interest and principal due upon the purchase of the works betw'n Pittsburg and Phila.	460,000 00	
Dividends & interest paid on account of the United Railr'ds and Canals of New Jersey in 1872 ($3,292,987 34), after deducting interest received from investments transferred with the lease ($171,629 92), showing an outlay in operating them under the lease in excess of their net receipts of $224,289 34	3,121,357 42	
		8,862,056 71
Balance		$2,395,423 24

This balance represents the net results of the operations of your several lines of railway in Pennsylvania and New Jersey for the year 1872, and they are thus stated that you may fully understand the value of your property, nothing having been entered to the expense account except the regular transportation charges against the business of the company. In former years the expense account was increased annually, by considerable payments that might have been charged to construction account, which, had they been divided as profits, would to that extent have increased the present indebtedness of the company.

The Pennsylvania Railroad Company has also a large amount of property that is at present practically unproductive, such as a controlling interest in 22,194 acres of Anthracite coal lands, stock in the Pennsylvania Canal, and in Railroads, the profits of which in a short time will add largely to its net revenues, but which at present are small, and have been devoted to their improvement.

It will be seen from the preceding statement, that the surplus net profits of the company in 1872, without including those from the sources alluded to, were sufficient to have paid a dividend at ten per cent, upon an additional capital stock of nearly $24,000,000, and there is every reason to believe from the daily indications of the future business of the company, that without further outlays the profits of 1873 would be equally satisfactory. But as it is the duty as well as the interest of the company to meet the legitimate demands of the public for increased transportation facilities, the means necessary for that object must be provided. The amount required in 1873 for additional tracks, equipment, shops, wharves, depots, &c., &c., to meet the demands from the increasing tonnage of the company and its existing obligations, is estimated at $22,000,000.

The increase of the tonnage of 1871 over 1870 was 22⅓; per cent and in 1872 over 1871 was 19.3 per cent upon this increased amount. This rate could have been further increased by the possession of additional rolling stock and better terminal facilities.

The amount of rolling stock, &c., added in 1872, though deemed ample to meet the wants of the public, proved inadequate to that object. A further increase of equipment involves also large extensions of third track, sidings, warehouses, and all other facilities that a railroad requires, the business of which is already crowding all of its departments. To raise the means desired to provide for this anticipated increase of traffic, your directors have concluded that inasmuch as the surplus profits of the year were largely in excess of the amount required to pay the usual dividend on its existing capital, the most acceptable mode of raising this sum would be by a distribution of an additional number of shares to the extent of 33⅓ per cent of their present holdings, ratably among all of the stockholders whose names may stand upon the books of the company on the first day of April next, one-half to be paid in between the 1st and 24th of May, and the remainder (50 per cent) to be called for on sixty days' notice, in instalments not exceeding 25 per cent at any one time.

The increase of the tonnage of the Pennsylvania Railroad was chiefly due to the local traffic of the line. This increase of traffic, not however in so great a ratio, will it is believed continue for some years to come.

To meet these annual requirements for additional funds, the directors have thought it best to adopt a revised financial plan, and with that view they have procured an act of the Legislature authorizing an increase of the capital stock of the company one hundred per cent, with the privilege of raising by bonds, to be secured by mortgage, an equal amount. A certified copy of said act is submitted to you with this report for your action.

An application for an act to increase the capital of the company and its mortgage indebtedness in 1869, elicited such strong objections, in consequence of its apparent magnitude, from those who could not appreciate the extent and rapidity with which the traffic of the company would increase, that it was thought expedient to cut down the amount asked for to $35,000,000, an amount which has already proved to be wholly inadequate to the requirements of the company. It has therefore been thought advisable to discontinue the sale of the present general mortgage bonds at the sum of $20,000,000, and provide by an additional general mortgage, an amount sufficient to meet the future necessities of the company. The basis of such a mortgage was increased last year by the issue, at par, of $11,932,000 capital stock, which it is now proposed to further increase by an issue of additional capital, amounting to about $18,000,000; making the basis for the issue of additional bonds under the proposed mortgage $71,000,000; the aggregate amount of the preceding mortgages and prior liens being but $34,911,300.

In addition to the value of the railroad and branches, real estate and equipment and franchises as a basis of security, it will be recollected that among the personal property which will add still more to the security of such a general mortgage are the assets of the company composed of the stock and bonds of other companies, and amounting at their present cash value to $50,396,000.

A communication was submitted at your last annual meeting, in opposition to the continuance of fast freight lines upon the Pennsylvania Railroad, and was referred by you to the incoming board for examination, with instructions to report their views thereon.

The expediency of establishing such lines, owned by individuals or transportation companies, was at the time of their introduction admitted by the directors to be involved in grave doubts, and their introduction upon your road was not entertained by your directors until every argument had been exhausted to induce the railroad companies of New York, contending for the same traffic between the East and the West, to discontinue their employment.

It was found impossible, while these Transportation Companies existed under contracts with the New York Railroad Companies which made it their direct interest to disregard them, to preserve uniform rates, and it was not until after years of remonstrance and the non-enforcement of agreements frequently enter into with the New York Railroad companies to abolish these lines, that this company entertained the propriety of meeting the difficulty by the employment of the same weapons of attack and defence. After much delay and earnest consideration, the subject was finally brought before your board for its determination, and referred by it to the road committee. After a full investigation of the subject, a report was drawn up by it, authorizing the establishment of a fast freight line over the Pennsylvania Railroad and its connections as the best means for meeting this competition.

This report was unanimously adopted by the directors, and a contract entered into with intelligent and active parties, who had spent nearly their whole lives in the business of transportation between the East and the West, upon the State Works of Pennsylvania; gentlemen who thoroughly understood the views and objects of the board, and who entered upon their duties under an act incorporating them as the "Union Railroad and Transportation Company," with ample means and a determination to accomplish the objects assigned to them. In different and less experienced hands the enterprise, under the terms of their contract with your company, would most probably have proved a failure.

When the Union line was established, this company controlled no railway west of Pittsburg or east of Philadelphia, and held but little over 350 miles of road between the eastern and western commercial centres, while the cars of this Transportation Company were expected to traverse many thousand miles of railways in the West; gather up all the traffic that they would secure, and bring it to the eastern markets over your

works, returning them by the same channel filled with the merchandise and manufactures of the East,

The western railways were found by the Union Transportation Company to be generally deficient in car equipment, and the companies owning them gladly welcomed the advent of an enterprise calculated to relieve their ever increasing wants, and eagerly entered into contracts with it for the use of their railroads by its cars, and under these contracts it was enabled to successfully fulfil the objects we had in view.

The Union Transportation Company was organized under great doubts as to its financial success, without solicitation from its proprietors, and against the principles which the board then recognized as those which should govern railway companies in the management of their affairs. But its establishment, under the circumstances that then existed, was considered necessary to the success of the Pennsylvania Railroad Company, and its results have fully justified its organization.

Since your company has acquired control of its extended western connections, east of the Mississippi, and removed the obstructions that interrupted a free flow of traffic over your railway from the trade centres of the West to those of the East, the mission of the Transportation Company has been fulfilled, and its continuance in the sphere it occupied is no longer important to your interest.

It was contemplated on the organization of the "Pennsylvania Company" to manage your western connections in the manner pointed out in previous reports, that it should fill the place occupied by the Union Transportation Company. It has, however, required time to get these extensive works into harmonious and efficient action, and to fully understand their traffic. The Pennsylvania Company is now ready to assume this duty, and arrangements have been made for the transfer of the property and franchises of the Transportation Company to it, which will be carried into effect as early as the transfer can be properly made. The actual value of the property consisting of cars, warehouses, wharves, offices, shops and sidings, to be thus transferred is estimated—without its good will—at over $3,000,000, and it has been purchased by the "Pennsylvania Company" for three millions of its Common Stock at par, thus interesting individuals of experience in the management of this great enterprise—a consideration of material importance and value.

The Union Line having fulfilled the objects that this company had in view at its establishment, in a manner satisfactory to its employers, it is gratifying to be able to state that it has been so efficiently managed that it has also proven a pecuniary success to its shareholders. Their profits have, however, been mainly derived from transportation over the extended system of railways west of Pittsburg and east of Philadelphia, under contracts of their own procurement, with the companies whose roads their own cars traversed. The high rates of transportation that prevailed during the rebellion yielded very profitable results to the line, as well as to your company—the through rates over the Pennsylvania Railroad in many cases having been twice those charged upon its local freights.

It will also be remembered in this connection that neither law nor public opinion would at the time have permitted the assumption of powers by your company that would have enabled it to establish a transportation line to meet successfully the object that your company had in view. When the Pennsylvania Railroad Company commenced business west of Harrisburg (its then eastern terminus) under the influence of the narrow policy which then governed the management of the State Works, it was enjoined from running its cars over the Philadelphia and Columbia Railroad, a work built by the Commonwealth especially to afford equal facilities to all that would use it. A more enlightened view of the subject prevailed, however, in the Supreme Court, and the injunction was dissolved.

In reviewing the facts which induced the confirmation of the contract entered into with the Union Line, your board is fully satisfied that the best interest of the company was promoted by the adoption of the report of the road committee referred to, and that the results of the operations of the Transportation Company have been highly advantageous to your company.

To draw a line that should regulate the interference of a corporation with private enterprises, even where directly authorized by its charter to do so, is a matter of extreme delicacy, and the power should be exercised with great caution, and a disposition to bear the ills that they bring upon the corporation and public—which are not without their compensating advantages—rather than deal harshly with established interests.

The board still believe that where cars have to traverse extended lines of other and different railroad, that it is best for the interest of the railway company, where such lines are necessary, that they should be owned by private corporations or individuals and run under proper special contracts with those controlling the railways to be used.

The extent of the Western connections and the rapid increase of the local and through tonnage of the Pennsylvania Railroad has not only pressed upon your company the necessity of increasing the facilities of its own line by the laying of additional tracks, without which the traffic of the past year could not have been accommodated, but it has also pointed out the necessity of an additional line across the mountains that separate the waters of the Mississippi Valley from those of the Atlantic; to be built especially for freight, and designed for cheap transportation at slow rates of speed.

The route adopted for this purpose has been pointed out in previous reports, and the line is now being constructed, with the assistance of this company, by the Allegheny Valley Railroad Company, connecting that company's road, at the mouth of Red Bank Creek, with the Philadelphia and Erie Railroad, at a point 120 miles west of its eastern terminus at Sunbury.

This line has no gradients against the traffic exceeding a rise of three-tenths in a hundred, or less than sixteen feet in a mile on straight lines—reduced proportionately upon curves. Its route abounds through its whole extent with cheap fuel, consisting of varieties of Bituminous Coal in unusually thick beds, embracing the best coking coals for iron smelting, blacksmith, gas coals, and cannel coal—the latter being the most accessible, of that variety, to the Eastern markets.

This "Low Grade Line" is in rapid progress of construction, and will be opened for use this year or early next spring. When completed, and its connections made with the West, it will be possible for freights to be carried at much cheaper rates than they can be conveyed by any of the proposed canals between the Mississippi and the East.

The branches of your railway have not, in the aggregate, yielded much, if any, direct profit to this company, but they have added materially to the prosperity of the State, and to the revenues of the Main Line. Where built by other companies, they have been leased to this company, to be operated by it at cost, that their proprietors might save the outlay that would otherwise be required for rolling stock and other equipment.

The railroad opened between Lewistown and Sunbury, on the Susquehanna river, the past year, has been thus operated. This line, though it traverses a good agricultural region, and said to contain much undeveloped iron ore, has not secured sufficient traffic to meet its running expenses, leaving the interest upon its bonds, which have been issued to the extent of $1,200,000, wholly unprovided for. The traffic of the line is, however, increasing, and may at a future period yield a profit equal to its expenses and the interest upon its indebtedness.

All the branch lines recently promoted by this company in Pennsylvania have had in view the development of the growing iron ore or coal interest of the State. The branch opened during the past year to the ore banks of Morrison's Cove, in Blair County, promises excellent results, while the line in progress of construction between Lewisburg on the Susquehanna, and Tyrone on the Pennsylvania Railroad traverses a country abounding in rich iron ore deposits, which have for many years supplied the charcoal furnaces of that region with ores that have produced some of the most valuable irons of the Juniata Valley. The ores of this region are by this branch made equally accessible to both anthracite and bituminous coal of the best quality for smelting; and, in view of these advantages, it opens up a most attractive locality for the manufacture of iron, the demand for which must annually increase with the increasing cost of its production in Great Britain, from whence the larger portion of the iron consumed in this and other countries is at present procured. The analyses of these ores also show that many of them are well adapted to the manufacture of Bessemer steel.

The facilities for the distribution of freights in Philadelphia were not enlarged, in 1872, to the extent desired. The City Councils promptly acted upon the suggestion contained in the last annual report of this company in relation to the construction of a railway along the Delaware front between Christian and Dock streets, but the "law's delay" has prevented, during the past year, the completion of the improvements desired. The property owners upon the Delaware front, though anxious for the construction of the work, have not given to it their active co-operation, and, in consequence, the improvement so much needed by the commercial interests of the city cannot be finished before the ensuing summer or autumn. In the meanwhile the existing facilities for the accommodation of freights on Market street are being seriously encroached upon.

The erection of additional elevators for grain traffic has also become important, though it is believed that these may be supplied by private enterprise.

The connection referred to in our last annual report between the Pennsylvania Railroad and the Pittsburg, Virginia and Charleston Railway, crossing the Monongahela river above the mouth of Turtle creek, has been commenced, and if practicable it will be completed this year. Its construction has become a necessity from the impossibility of passing freight trains from the Pittsburg, Cincinnati and St. Louis Railway through Grant's Hill Tunnel without great delay. The cost of this connection is estimated at $550,000. The Pittsburg, Virginia and Charleston Railway, which is to extend along the valley of the Monongahela to the State line of Virginia, is under contract as far as Monongahela City, and will be opened to that point (thirty miles) during the ensuing summer.

Arrangements have been entered into with the City of Pittsburg by which nearly all of the streets of that city will be passed over or under the Pennsylvania Railroad, which will involve an outlay by this company very little short of one million of dollars, an expenditure which it is hoped will be compensated for by the additional safety secured to the movement of trains and the avoidance of delays that occur at the present street crossings.

The Baltimore and Potomac Railroad Tunnel under the City of Baltimore, delayed by the unusual severity of the past winter, will be finished in May next, and will connect by one continuous line the whole of the Southern system of railways with those of the North; and the National Capital with the coal and lumber regions of Pennsylvania. This important work, under an enlightened management of its connecting lines, cannot fail to exercise a most important influence upon the trade and prosperity of the Southern Atlantic States, and its completion may be hailed as an object of national importance.

The Northern Central Railway company, a controlling interest in the stock of which is held by this company, in consequence of the low rates of freight charged, mainly upon its coal traffic in 1872, did not earn its dividend, the means having

been supplied from previous surplus profits. To enable it to do so in the future additional capital is required to purchase increased rolling stock and provide greater facilities for an economical distribution of freights at Baltimore, the cost of which now materially interferes with the profits of the company. The means required for this purpose, it has been suggested, can be most economically raised by a lease of the property of the company to the Pennsylvania Railroad Company. This is not desired by your board, and will only be entered into to promote your interest in the company as shareholders. The floating debt of the Northern Central Railway Company is already sufficiently large, and the means to provide for it will otherwise have to be met by a suspension of dividends until it has been materially reduced.

It has been stated, in previous reports, that your company had transferred to an organization known as the "Pennsylvania Company" all the leases it had taken of railways west of Pittsburg, including the Indianapolis and Vincennes, and Jeffersonville, Madison and Indianapolis Railways; and the control, through a majority of its shares, of the Pittsburg, Cincinnati and St. Louis Railway Company and its leased lines—the Pennsylvania Company to meet the conditions of these several leases, and to pay the losses sustained in working these lines, or either of them. The Cleveland, Mt. Vernon and Delaware Railroad and the bridge over the Ohio River at Cincinnati being at the time in an unfinished condition, were not included in this transfer; in both of which works this company holds a majority of their shares. The Cleveland, Mt. Vernon and Delaware Railroad will be finished this year, while the bridge over the Ohio has been in use for some months.

The capital of the "Pennsylvania Company" was placed at $12,000,000, $8,000,000 of which was to be issued to the Pennsylvania Railroad Company is preferred shares, which amount covers the cost of the property transferred, with interest to April 1, 1872. After that date, dividends were to be paid semi-annually out of the net earnings. The first dividend of six per cent per annum was paid on the 1st of October last, leaving a considerable surplus to the credit of income account. The preferred stock now held by this company will participate equally with the common stock in any dividends of income above six per cent. The rental and cost of operating all these lines, leading from Pittsburg to the Southwest, including the Columbus, Chicago and Indiana Central Railway, have exceeded their income, while those leading to the lakes at Chicago (via Fort Wayne) at Cleveland and at Erie have yielded a profit more than sufficient, after deducting the losses upon the Southwest Lines, to justify the payment of the dividend mentioned.

When the cars of the Union Railroad and Transportation Company have been transferred to the "Pennsylvania Company," the authorized capital of the latter ($12,000,00) will be filled up, and the profits of the company more than proportionally increased.

None of the steamships building for the Liverpool line of the American Steamship Company, in which this company holds a controlling interest, are ready for sea, but it is believed that the "Pennsylvania" the first launched, will be in readiness to sail in May next. The models of these vessels are all alike, and reflect much credit upon their designer, B. H. Bartol, Esq. They appear to be admirably adapted to the traffic of this port, and possess accommodations for passengers, both first-class and emigrant, equal in comfort and elegance to any of the steamers that ply between Europe and America. The execution of the work by Messrs. Cramp & Sons, as far as it has progressed, has been faithfully done, and appears to be fully equal in character and substantiality to that of any of the European built steamers. The ships will have all the modern economic improvements, and will not cost on completion much, if any, more than they could now be built for in Great Britain.

E. C. Knight, Esq., one of the most energetic and enterprising merchants of this city, has been made President of the Steamship Company in place of the late Washington Butcher, Esq., deceased. Under his administration we have no doubt but that the line will be managed with credit to this port and profit to the stockholders.

Since your last annual meeting the board of directors have lost the services of three esteemed colleagues:

George Black, Resident Director in Pittsburg, whose decease occurred in August last. His practical business talents and devotion to the interests of the company were always of great service, and highly appreciated. To fill the vacancy caused by Mr. Black's death, Mr. John Scott, of Pittsburg, a gentleman long identified with the manufacturing and leading interests of that city, was duly elected by the board.

Washington Butcher, whose decease occurred early in the present year. Mr. Butcher became a member of the board in December, 1849, and always served the interests of this company with great fidelity and efficiency. As his successor, Samuel M. Felton has been chosen. His long experience and sound judgment in all departments of railway management, cannot but prove beneficial to your interests. Owing to failing health, Joseph B. Myers, a member of the board for the past ten years, has been compelled to tender his resignation as a director of your company. This vacancy has been filled by the election of A. J. Derbyshire, at a former time an efficient member of the board, and who has always evinced a deep interest in everything concerning the company's welfare.

Thomas T. Firth, the Treasurer of the company for many years past, was compelled on account of his impared health to tender his resignation to the board, and thereby be relieved from the active duties of that position. The board accepted the resignation, and assigned Mr. Firth to the duties of secretary and treasurer of the sinking funds of the company. The board also adopted unanimously resolutions setting forth their high appreciation of his services and of the fidelity and ability he has shown in the discharge of the arduous and responsible duties connected with the office which he has filled honorably and creditably for so long a period.

Edmund Smith, late Vice President, who has been connected with the service of the company since 1847, has been elected by the board to fill the responsible position of treasurer—the board having entire confidence in his integrity and ability to perform the duties of that office.

The increase of the business of the company, and the continued disability of some of its officers, has rendered a reorganization of the department for conducting the operations of your railways, important and desirable to increase their efficiency. With this view, A. J. Cassatt, the present manager of the lines between Pittsburg and Jersey City, has been made general manager of all of the railways of the company east of Pittsburg and Erie. C. H. Gardiner, General Superintendent of the Pennsylvania Railroad, assisted by Frank Thomson as Superintendent of motive power and machinery. W. A. Baldwin has been continued as General Superintendent of the Philadelphia and Erie Railroad; F. Walcott Jackson, General Superintendent of the Philadelphia and Trenton and the New Jersey Railroads.

All of these gentlemen have been connected for many years with the administration of the several lines committed to their charge, and have materially contributed by their zeal and attention to their duties to the success of the company.

By order of the Board,
J. EDGAR THOMSON, President.

☞ The Legislature of Pennsylvania has passed a bill incorporating the West Laurel Hill Bridge Co., with authority to erect a bridge "from a point in Lower Merion township, Montgomery county, near Pencoyd station, on the Philadelphia and Reading Railroad, to a point opposite, in the city of Philadelphia."

Commerce of New York.

The foreign imports at New York for the month of February, 1872 and 1873, are officially stated as follows:

	1872.	1873.
Entered for consumpt'n.	$21,033,566	$20,711,242
Do. for warehousing....	14,570,487	10,263,357
Free goods.....	2,424,389	7,751,965
Specie and bullion.....	177,701	133,953
Total entered at port...	$38,206,143	$38,860,517
Withdrawn fr. wareh'use	11,734,891	11,061,672

The foreign imports at New York for two months from January 1, were:

	1872.	1873.
Entered for consumpt'n..	$38,974,078	$37,981,473
Do. for warehousing....	29,475,089	21,219,576
Free goods.....	5,153,449	17,215,267
Specie and bullion.	283,023	247,892
Total entered at port....	$73,885,639	$76,664,208
Withdrawn fr. wareh'se.	24,133,903	20,629,590

The foreign imports of New York for eight months of the fiscal year, were:

	1872.	1873.
Six months.....	$183,028,276	$199,326,050
January.....	35,679,496	39 803,691
February.....	38,206,143	38,860,517
Total for 8 mos.....	$256,913,915	$275,990,258

The duties received at New York for eight months from July 1, were:

	1872.	1873.
Six months.....	$74,078,181 75	$64,393,092 93
In Jan.....	13,317,086 82	10,763,626 44
In Feb.....	14,710,928 08	12,893,637 89
Eight months....	$102,106,196 95	$88,050,357 26

The exports from New York to foreign ports in the month of February, were:

	1872.	1873.
Domestic produce.....	$16,746,878	$20,474,949
Foreign free goods.....	272,341	155,079
Do. dutiable.....	895,950	508,974
Specie and bullion.....	972,657	3,670,444
Total exports	$18,887,826	$24,809,446
Do. exclusive of specie.	17,915,169	21,139,002

The exports from New York to foreign ports for two months from January 1, were:

	1872.	1873.
Domestic produce.....	$34,926,366	$39,854,446
Foreign free goods.....	358,983	397,200
Do. dutiable	1,580,824	937,906
Specie and bullion.....	2,513,019	10,798,433
Total exports.....	$39,379,192	$51,987,985
Do. exclusive of specie..	36,866,173	41,189,552

The exports (exclusive of specie) from New York to foreign ports for eight months ending with February, were:

	1872.	1873.
Six months.....	$119,604,290	$130,400,814
January.....	18,951,004	20,050,550
February.....	17,915,169	21,139,002
Total produce....	$156,470,463	$171,590,366
Add specie.....	24,823,943	45,642,576
Total exports.....	$181,294,406	$217,232,942

☞ The Clarke (Va.) *Courier* says that H. H. Crumish, contractor on the Shenandoah Valley Railroad, who had to suspend operations owing to the very severe winter through which we have just passed, is again at work, finishing up the ten miles of graduation for which he contracted. But little work remains to be done on the line from the Shenandoah river, near Front Royal to Shepherdstown, a distance of forty-one miles.

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,500	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	...
Sept. 30,'71	11.88	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury.Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,339,241	293,274	12	100	100	....
Sept. 30,'71	15.50	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn. City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	377,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass.	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	104½
Sept. 30,'71	1.74	20	4	Central City (Syracuse)....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	...
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	83,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.0	50	46	....
Sept. 30,'71	14.83	232	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	608,241	179,551	—	100	100	....
Sept. 30,'71	11.75	37	16	East New York & JamaicaN.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City.....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pt. Val.(Pbg.).Pa.	93,000	68,500	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,285	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054,679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	51
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	35½
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	9.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	...
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	50
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	...
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.)Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	19⅝
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	...
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	...
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	58½
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	84½
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg.Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil.N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,000	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City (C. & W.)Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	58
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	10
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	32
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	56	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	43
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,153	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	550	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	58½
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	106,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	68½
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	240,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y.	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	...
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	19½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Tro	y & Lan	sing b.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	90
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,070	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,600	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter st.	Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C:					
1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	...
Broadway and 7th Avenue:					
1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown:					
1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park:					
1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River:					
1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M&N	1890	....
Citizens' (Pbg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island & Brooklyn:					
1st Mortgage.....	215,000	7	J.& J.	1873	....
D. Dock, E.Bdw. & Battery:					
1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark:					
1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M&N	1891	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush:					
1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street:					
1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	.....	1885	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight:					
1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose:					
1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston:					
1st Mortgage sinking fund	99,500	6	J.&D.	1884	82½
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly):					
1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City:					
1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk:					
Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.):					
1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.&A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	...
Second and Third st. (Ph.):					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park:					
1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Rea. estate.....	619,000	7	var.	var.	....
Troy and Albia:					
1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg:					
1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston):					
1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.):					
1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet:					
1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush:					
1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester:					
1st Mortgage.....		7	.....	....	....
2d Mortgage.....		8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* 100	$3,280,000	J. & J.	Jan. '73 3½
Allegheny Valley 50	2,2[illegible]6,350	— & —	.....
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,693,200	— & —	.....
" " pref. 100	838,976	J. & J.	July '71 3½
Atlantic and St. Law* .. 100	39,494,900	M. & S.	Mar. '73 2
" " new 1870. 100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.* 100	194,250	A. & O.	Oct. '72 1½
Baltimore and Ohio 100	13,151,962	M. & N	Nov. '72 5
Washington Br. 100	1,650,000	A. & O.	Oct. '72 5
Parkersburg Br. pref.. 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J. A. J & O	Jan. '73 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '72 2½
Boston and Albany 100	19,664,100	M. & N.	Nov. '72 5
Bos., Clin. & Fitchb. pref. 100	633,200	— & —	.....
Agricultural Br guar.. 100	60,000	J. & D	Dec. '72 3
Bost., Conc. & Mont.* pref 100	800,000	M. & N.	Nov. '72 3
Boston and Lowell 500	2,852,900	J. & J.	Jan. '73 4
Boston and Maine 100	6,816,807	M & N.	Nov. '72 5
Boston and Providence. 100	3,950,000	M & N.	Nov. '72 5
Buffalo, N. Y. and Erie* . 100	950,000	F. & A.	Feb. '73 3½
Burlington and Mo. Riv. 100	5,636,000	M. & S.	Mar. '73 5s
" " pref. 100	1,485,900	M & S.	Mar. '73 5s
Camden and Amboy* .. 100	5,847,800	J A J O.	Apl. '73 2½
Camden and Atlantic ... 50	379,020	— & —	.....
" " pref. 50	752,700	— & —	Oct. '72 3½
Cape Cod 60	1,020,330	J. & J.	Jan. '72 $2½
Cape May and Millville* 50	447,000	J & D.	Dec. '72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov. '71 6
Catawissa* 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	Nov. '72 3½
Cayuga and Susq.* 50	589,110	J. & J.	Jan. '73 5
Cedar Rapids & Mo. R.* 100	6,850,400	M. & N.	Nov. '72 1½
" " pref. 100	769,600	F. & A	Feb. '73 3½
Central of Georgia 100	4,666,800	J. & J	Jan. '73 5
Central of New Jersey. 100	20,000,000	J. A. J & O.	Jan. '73 2½
Central Ohio* 50	2,425,000	J. & D.	Dec. '72 3
" pref. 50	400,000	J. & D.	Dec. '72 3
Chemung* 100	380,000	J. A. J & O	Oct. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '73 3
Chicago and Alton 100	8,929,900	M. & S.	Mar. '73 5
" " pref.. 100	2,425,400	M. & S.	Mar. 73 5
Chicago, Burl. & Quincy. 100	18,652,410	M. & S.	Mar. '73 5s
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	Jan. '73 4
Chicago & N. Western. 100	15,033,480	J. & D.	Dec. '72 3½
" " pref. 100	21,259,563	J. & D.	Dec. '72 3½
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apl. '73 4
Cin., Ham. & Dayton* .. 100	3,500,000	A. & O.	Oct. '72 4
Cin., Sand. and Clev.* .. 50	2,980,550	— & —	Apl. '72 10s
" " pref.. 50	429,046	M. & N.	Nov. '72 3
Clev., Col., Cin. & Ind. .. 100	13,944,000	F. & A.	Feb. '73 3½
Cleveland & Mahoning*. 50	2,057,589	M. & N.	Nov. '72 3½
Cleveland & Pittsburg* . 50	11,236,150	F.M.A.N	Feb. '73 2½
Col., Chic. & Ind. Cen.* . 100	13,000,000	.....	.....
Columbus and Xenia* .. 50	1,786,800	M.J.S.D.	Dec. '72 2
Colum. & Hocking Val. 100	848,964	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	Nov. '72 5
Concord and Ports.* 100	350,000	J. & J.	Jan. '73 3½
Conn. & Passum p Riv.. 100	2,100,000	F. & A.	Feb. '73 3
Connecticut River 100	1,850,000	J. & J.	Jan. '73 5
Cooperstown and Susq. 100	307,383	— & —	.....
Cumberland Valley. 50	1,494,250	A. & O.	Oct. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware* 50	1,230,941	J. & J.	Jan. '73 3
Del., Lackaw. & Westn. 50	18,868,850	J. A. J.O.	July '72 2½
Detroit & Milwaukee *.. 50	822,140	— & —	.....
" " pref. 50	2,095,000	J. & J.	Dec. '69 7
Dubuque & Sioux City* 100	5,000,000	J. & J.	Oct. '72 3
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '73 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '73 3
Eastern (Mass.) 100	4,262,600	J. & J.	Jan. '73 3
Eastern (N. H.) 100	492,500	J. & J.	Jan. '73 3
Elmira, Jef. & Canand*. 100	500,000	F. & A.	Feb. '73 2½
Elmira & Williamsport* 50	500,000	M. & N.	Nov. '72 2½
" " pref. 50	500,000	J. & J.	Jan. '73 3½
Erie Railway 100	78,000,000	March.	Mar. '73 1½
" pref. 100	8,536,910	J. & J.	Mar. '73 3½
Erie and Pittsburg* 50	1,090,250	M.J.S.D.	Dec. '72 1½
Fitchburg 100	4,000,000	J. & J.	Jan. '73 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar 100	1,000,000	— & —	.....
Grand Trunk, (Ca.) 100	14,367,946	— & —	.....
Great Western, (Ca.) ... 100	19,237,404	A. & O.	Oct. '72 3½
Hannibal & St. Joseph. 100	4,151,700	F. & A.	Aug. '70 3½
" " pref. 100	5,078,224	Annual	Aug. '70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	Nov. '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '73 3½
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '73 4
Huntingdon & B'd Top. 50	880,000	— & —	.....
" " pref. 50	450,750	J. @ J.	July '68 3½
Illinois Central 100	25,280,510	F. & A.	Feb. '73 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept. '67 4
Iowa Falls & Sioux City* 100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind. 100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago* 100	1,500,000	J. A. J.O.	Oct. '72 1½
Joliet & North. Indiana* 100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So.. 100	49,446,500	F. & A.	Feb. '73 4
" " (guar.). 100	533,500	F. & A.	Feb. '73 5
Lawrence* 50	260,200	— & —	.....
Leeds and Farmington* 100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M & N.	May '67 5
Lehigh Valley 50	21,468,800	J.A. J.O.	Apl. '73 2½
Little Miami* 50	5,871,450	J.A. J.O.	Jan. '73 2
Little Schuylkill* 50	2,645,100	J. & J.	Jan. '73 3½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Long Island 50	3,000,000	M. & S.	Sept. '72 2
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref. 100	848,700	J. & J.	July '72 4½
Louisville & Nashville.. 100	8,980,600	F. & A.	Feb. '73 3
Louisv., N. Alb. & Chi.. 100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence .. 100	200,000	A. & O.	Oct. '72 3
Lykens Valley 20	600,000	F.M.A N	Feb. '73 2½
Macon and Western 100	2,500,000	J. & J.	Jan. '73 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law... 100	1,000,000	M. & N.	Nov. '72 5
Marietta & Cincinnati .. 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi* 100	400,000	F. & A.	Feb. '73 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	17,989,548	J. & J.	Jan. '73 4s
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul. 100	11,822,878	J. & J	Dec. '70 7s
" " pref. 100	10,825,103	F. & A	Feb. '73 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '73 4
Morris and Essex* 50	13,998,500	J. & D	Dec. '72 3½
Nashua and Lowell 100	800,000	M. & N.	Nov. '72 5
Naugatuck 100	1,877,900	F. & A.	Aug. '72 5½
Nesquehoning Valley* .. 50	1,000,000	M. & S.	Sept. '72 5
Newark and N. York* .. 100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton. 100	500,000	M. & N.	Nov. '72 5
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug '69 12s
N Haven & Northamp.. 100	605,000	J. A. J.O.	Sept '72 3
New Jersey* 100	7,295,200	J. A. J.O.	Apl '73 2½
New London Northern* 100	1,418,800	J. & J	Jan '73 5
N.Y. Cen. & Hudson R.. 100	89,428,330	A. & O	Apl. '73 4
New York and Harlem. 100	8,500,000	J. & J.	Jan '73 4
" " pref. 100	1,500,000	J. & J.	Jan. '73 4
N. Y., N. H. & Hartf... 100	15,500,000	J. & J.	Jan. '73 5
N. Y., Provid. & Boston. 100	2,000,000	J. A. J.O.	Jan. '73 2½
Niag. Bridge & Canand* 100	1,000,000	J. & J	July '72 3
North Carolina* 100	4,000,000	irregular.	Jan. '73 3
N. Eastern (N. C.) pref.. 100	111,000	M. & N.	May '67 4
North Pennsylvania 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	Nov. '72 3
Northern N. Hampsh.. 100	3,068,400	J. & D.	Dec. '72 4
Northern New Jersey*.. 100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester* . 100	2,823,400	J. & J.	Jan. '73 5
Ogdensb. & L. Champl.* 100	3,077,800	J. & J.	Jan. '73 3
" " pref. 100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi ... 100	19,995,847	J. A. J.O.	.....
" " pref. 100	4,024,474	J. & D.	June '72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J. A. J.O.	Jan. '73 3
Old Colony & Newport.. 100	6,297,900	J. & J.	Jan. '73 3½
Oswego and Syracuse* . 100	482,400	F. & A.	Feb. '73 4
Pacific of Missouri 100	3,635,750	— & —	Apl. '73 1½
Panama 100	7,000,000	J. A. J.O.	Apl. '73 3
Paterson and Hudson* . 100	630,000	J & J.	Jan. '73 4
Paterson and Newark* . 100	500,000	J. & J.	.....
Paterson and Ramapo* . 100	248,000	J. & J.	Jan. '73 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	72,000,000	M. & N.	Nov. '72 5
Peoria & Bureau Val.* . 100	1,200,000	F. & A.	Feb. '73 4
Philadelphia and Erie* . 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Mar. '73 3
Philadelphia & Reading 50	32,684,375	J. & J.	Jan. '73 5
" " pref.. 50	1,551,800	J. & J.	Jan. '73 5
Phila. and Trenton* 100	1,259,100	J.A. J.O.	Apl. '73 2½
Phila., Wil. & Balt 50	11,485,750	J. & J.	Jan. '73 4½
Pittsb., Ft. W. & Chi.* .. 100	19,714,285	J. A. J.O.	Jan. '73 1½
" Special Imp. 100	2,000,000	J.A. J.O.	Jan. '73 1½
Pittsfield & N. Adams.. 100	400,000	J. & J.	Jan. '73 3
Port'and and Kennebec. 100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates. 100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm.. 100	1,500,000	J. & J.	Jan. '73 5
Providence & Worces.. 100	2,000,000	J. & J.	Jan. '73 5
Raleigh and Gaston 100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga * 100	6,000,000	J. & J.	Jan. '73 4
Roch. & Genesse Val.* . 110	557,500	— & —	.....
Rome, Watert. and Ogd.. 100	2,998,900	J. & J.	Feb. '73 5s
Rutland* 100	2,700,000	— & —	.....
" preferred 100	4,300,000	F. & A.	Feb. '73 3½s
St. Croix and Penobscot. 100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute. 100	2,300,000	— & —	.....
" " " pref. 100	2,040,000	May.	May '68 7
St. Louis and Iron Mt.. 100	10,000,000	F. & A.	Feb. '73 3
St. L., Kan. C. & North. 100	12,000,000	.....	.....
" " pref. 100	12,000,000	.....	Nov. '72 $2
Saratoga and Schenec.* . 100	300,000	A. & O.	Oct. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke. 100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Feb. '73 3
Shore Line* 100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)* .. 100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *. 100	3,939,900	F. & A.	Feb. '72 4
Staten Island 100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.* . 100	448,700	J. & J.	Jan. '72 3½
Stony Brook* 100	267,300	M. & N.	May '72 3
Summit Branch* 50	2,502,250	F. & A.	Feb. '73 3
Sussex (N. J.) 100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.* 100	1,670,139	— & —	Sept. '72 4
Taunton Branch 100	500,000	J. & J.	Jan. '73 4
Terre Haute & Indiana. 100	1,988,150	J. & J	Jan. '73 6
Tol., Peo. & War. 1st pref. 100	1,700,000	— & —	Jn. '70 11-4s
Tol., Wab. & West. pref. 100	1,000,000	M. & N.	Nov. '72 3½
Troy and Greenbush* .. 100	274,400	J. & D.	Dec. '71 3½
Utica and Black River .. 100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada* .. 100	2,500,000	J. & D.	Dec. '72 0

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Vermont and Mass 100	$2,860,000	M. & N.	Nov. '72 2
Warren (N. J.) 100	1,800,000	J. & D.	Dec. '71 3½
Warwick Valley 100	225,000	A. & O.	Apl. '72 2½
West Jersey 100	1,209,000	F. & A.	Feb. '73 4
Winchester & Potomac* 100	180,000	J. & J.	Jan. '73 3
Winchester & Strasburg* 100	500,000	J. & J.	July '72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	Jan. '73 $5
HORSE-POWER R. R.			
Albany City 100	110,300	— & —	..... 2½
Baltimore City 100	800,000	F. & A.	Aug. '72 1
Bleecker st. & F Fy. (N Y) 100	900,000	— & —	.....
Boston and Chelsea 100	110,000	A. & O.	Oct. '72 4
Broadway (Brooklyn) ... 100	200,000	J. A. J.O.	Jan. '73 3
Broadw. & 7th Av. (N Y) 100	2,100,000	J. & D.	Jan. '70
Brooklyn City 100	1,500,000	F.M.A.N	Feb. '73 3
Brooklyn City & Newt. 100	600,000	J. & J.	July '70
Brooklyn and Jamaica... 100	488,100	— & —	.....
Bushwick (Brooklyn) ... 100	302,000	J. & J.	July '71 3½
Cambridge 100	727,800	A. & O.	Oct. '72 4½
Cen. Park, N. & E. Riv. 100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.) 50	500,000	J. & J.	Jan. '73 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brookl.. 100	500,000	— & —	.....
D. Dock, E. B'dw, & Bat.. 100	1,200,000	F.M.A.N	Feb. '73 2
Eighth Avenue (N. Y.) .. 100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .. 100	200,000	— & —	 3
42nd St. & G. St. Ferry .. 100	748,000	M. & N.	Nov. '71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '73 5
Germantown (Ph.) 50	1,000,000	J. & J.	Jan. '73 3
Girard College (Ph.) 50	500,000	J. & J.	July '71 3
Grand St. and Newton... 100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '73 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '73 4-5
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston 100	200,000	— & —	.....
Malden and Melrose 100	200,000	— & —	.....
Metropolitan (Boston) ... 50	1,500,000	J. & J.	Jan. '73 4
Middlesex (Boston) 100	400,000	A. & O.	Oct. '72 3
Ninth Avenue (N. Y.) .. 100	197,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City 50	750,000	J. & J.	July '73 4
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '73 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N. Y.) .. 100	888,100	J. A. J.O.	Jan. '73 2
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '73 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '73 2
Sixth Avenue (N. Y.) ... 100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.) ... 100	1,170,000	F.M.A.N	Feb. '73 3
13th & 15th street (Ph.) . 50	1,000,000	J. & J.	Jan. '73 1½
Somerville (Boston) 100	75,000	M. & N.	Nov. '72 3
South Boston 50	400,000	J. A. J.O.	Jan. '73 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia 50	400,000	J. & J.	Jan. '73 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division 50	1,633,350	F. & A.	Feb. '73 4
Delaware and Hudson... 100	15,000,000	F. & A	Feb. '73 5
Delaware and Raritan* . 100	5,847,400	J. A. J.O.	Apl. '73 2½
Erie of Pennsylvania ... 50	64,000	— & —	.....
Lehigh Coal & Navigat. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat.. 50	1,003,500	J. & J.	July '71 5
Morris (consolidated) ... 100	1,025,000	F. & A.	Aug. '72 2
" (preferred) 100	1,175,000	F. & A.	Aug '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb' 73 30c
" " (pref.) . 50	2,898,977	F. & A.	Feb' 73 60c
Susq. and Tide Water .. 50	2,002,746	— & —	.....
Union 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq ... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express 100	10,000,000	M.J. S.D.	Mar. '73 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp. 100	18,000,000	J. & J.	Jan. '73 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship 100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City 100	1,000,000	— & —	.....
Butler Coal 25	500,000	J. & D.	Dec '69 85c
Canton 16½	731,250	— & —	.....
Consolidation (Md.) Coal. 100	10,250,000	J. & J.	Jan. '73 4
Cumberland Coal & Iron. 100	500,000	— & —	Apl. '72 5
Maryland Coal 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold 100	2,836,600	— & —	.....
" pref 100	8,693,400	— & —	.....
" certif 100	2,324,000	J. & J.	.....
Pacific Mail Steamship. 100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '73 5
Pullman Palace Car 100	4,000,000	F.M.A.N	Feb. '71 5
Quicksilver, common ... 100	5,700,000	— & —	.....
" preferred .. 100	4,300,000	— & —	.....
Spring Mountain Coal .. 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
United States Express .. 100	6,000,000	F.M.A.N	Feb. '73 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '73 4
West. Union Telegraph. 100	35,000,000	J. & J.	July '70 2
Wilkesbarre Coal 100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal .. 100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities Mar. 1, 1873.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	110
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,754,000	6	Jan. & July.	1880	118
.. ..coupon	4,661,000	6	" "	1880	120
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 17, and Aug. 5, 1861....registered	125,508,050	6	Jan. & July	1881	118
.. ..coupon	63,813,300	6	" "	1881	120
Loan of Feb. 25, 1862 (5-20s).....registered	31,442,700	6	May & Nov.	1882	115½
.. .. .. (5-20s).....coupon	234,518,600	6	" "	1882	116
Loan of March 3, 1863.....registered	53,[illegible],450	6	Jan. & July.	1881	118
.. ..coupon	21,519,550	6	" "	1881	120
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	117
Loan of June 30, 1864 (5-20s).....registered	33,144,550	6	May & Nov.	1884	117
.. .. .. (5-20s).....coupon	34,916,700	6	" "	1884	116
Loan of March 3, 1865 (5-20s).....registered	36,734,850	6	May & Nov.	1885	116
.. .. .. (5-20s).....coupon	119,214,950	6	" "	1885	117½
.. .. 2d series (5-20s).....registered	59,038,350	6	Jan. & July.	1885	114½
.. .. .. (5-20s).....coupon	149,757,250	6	" "	1885	116
.. .. 3d series (5-20s).....registered	90,984,350	6	Jan. & July.	1887	116½
.. .. .. (5-20s).....coupon	224,877,450	6	" "	1887	118
.. .. 4th series (5-20s).....registered	14,147,000	6	Jan. & July.	1888	114½
.. .. .. (5-20s).....coupon	24,489,600	6	" "	1888	117½
Loan of March 3, 1864, (10-40s)....registered	139,907,350	5	Mar. & Sept.	1904	111½
.. .. .. (10-40s).....coupon	54,659,950	5	" "	1904	112
Consols of July 14, '70 & Jan. 20, '71.registered	128,685,450	5	F. M. A. & N.	1881	113½
.. .. coupon	71,314,550	5	" "	1881	113½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	...
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	...
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	1 310,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	115
U. S. Notes and Fractional Currency.....	401,376,409	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—($15,42 ,000):					
.. Bonds (old and extended), 1866 and '72...	2,582,800	5	May & Nov.	'86-'92	59
.. Bonds (new), 1866, '68 and '72.....	2,386,000	8	Jan. & July.	'86-'92	83
.. Railroad Aid Bonds, 1870 and '71.....	2,620,000	8	" "	'90 '91	....
.. Railroad Bonds endorsed, 1870 and '71..	13,600,000	8	" "	'90-'91	....
Arkansas—($ 0,800,000):					
.. Funded Bonds, 1869 and 70.....	2,850,000	6	Jan. & July.	'99-'00	43
.. Levee Bonds, 1871.....	2,185,000	7	" "	1901	...
.. Deficiency Bonds, 1872.....	300,000	7	" "	1882	....
.. Railroad Aid Bonds, 1869 '70 and '71....	5,465,000	7	April & Oct.	'89-'91	....
California—($3,31 ,500):					
.. Civil Bonds 1857 and '60	2,108,000	7	Jan. & July.	'77-'80	....
.. Bounty and Relief Bonds, 1863 and '64..	954,500	7	" "	'83-'85	....
.. State Capital Bonds, 1871	250,000	7	" "	1891	....
Connecticut—($5,767,500):					
.. War Loan, July 1, 1861, (10-20s).....	706,700	6	Jan. & July.	1871	....
.. War Loan, Jan. 1863 and '64 (20s).....	2,386,000	6	" "	'83-'84	99
.. War Loan, Oct. 1, 1864 (10-30s).	935,500	6	April & Oct.	1874	....
.. War Loan, Oct. 1, 1865 (20s) tax free....	1,741,100	6	" "	1885	....
Florida—($5,728,865):					
.. Convention Bonds 1868.....	30,000	8	April & Oct.	1888	....
.. Bonds, 1868-'69.....	191,000	6	Various.	'98-'99	....
.. Bonds, 1871.....	210,000	7	Various.	1901	....
.. Loan to Jack., Pensa., & Mob. R.R., 1870	4,000,000	8	Jan. & July.	1900	....
Georgia—($10,494,500):					
.. Bonds for W. & Atl. R. R. 1842, '43, '44 & '48	866,000	6	Various.	'72-'74	....
.. Bonds for W. & Atl. R. R. 1842 and 1848.	276,500	7	Various.	'72-'74	....
.. Bonds for Atl. & Gulf R. R., '58, '59, '60 & '61	600,000	6	Feb. & Aug.	'78-'81	....
.. Bonds for Atl. and Gulf R. R., 1860.....	200,000	6	" "	'81-'86	....
.. Bonds of Act of March 12, 1866.....	3,900, 00	7	Jan. & July.	1886	....
.. Bonds of Acts of Sept. and Oct. 1870...	4,880,000	7	Various.	1890	90
.. Railroad endorsements, to July 1872....	12,000,000	7	Various.	'90-'92	84
Illinois—($2,133,631):					
.. Interest Bonds, inscribed stock, 1847....	971,834	6	Jan. & July.	1878	....
.. Refunded Stock Bonds, 1859	348,000	6	" "	'77-'78	....
.. Thornton Loan Bonds, 1861.....	102,000	6	" "	1880	....
.. War Loan Bonds, 1861.....	417,000	6	" "	1880	....
.. Chicago Relief Bonds, 1871.....	250,000	6	May & Nov.	1881	....
Kansas—($1,336,675):					
.. State Bonds (various) 1863 to 1864.....	110,675	6	Jan. & July.	'83-'84	....
.. State Bonds (various) 1861 to 1869.....	1,226,000	7	" "	'76-'89	....
Kentucky—($2,750,510):					
.. State Bonds 1835 and '43.....	160,000	5	Mar. & Sept.	1873	....
.. State Bonds, 1840 to 1851	683,000	6	April & Oct.	'71-'72	....
.. Military Bonds, 1864 (15 or 30 yrs).....	309,000	6	Various.	'79-'94	....
Louisiana—($21,214,800):					
.. State Bonds, to R. R. Co's, 1840 to 1866.	1,830,000	6	Various.	'93-'98	72
.. Deficiency (Treasury) Bonds 1853.....	750,000	6	Jan. & July.	1893	....
.. Funded coupons (new) 1866-'68.....	997,000	6	" "	'86-'88	....
.. Levee Bonds 1867	4,000,000	6	May & Nov.	1907	....
.. .. .. 1866	1,000,000	8	Various.	1886	....
.. .. .. 1870	3,000,000	8	Mar. & Sept.	1875	....
.. Funded Floating Debt 1870	3,000 000	8	May & Nov.	1910	....
.. Penitentiary Bonds, 1869.....	500,000	7	Mar. & Sept.	1899	....
.. State B'ds (N.O., Mob. & Chat. R.R.) '70, '71	3,250,000	8	Jan. & July.	'10-'11	....
.. Redemption (certificates) Bonds 1866...	250,000	6	" "	1906	....
.. Int. (Miss. & Mex. G. S. Can.) Bonds 1869	480,000	7.3	Mar. & Sept.	1889	....
.. Int. (N. La. & Tex. R. R.) Bonds 1869...	546,000	8	April & Oct.	1898	....
Maine—($7,227,900):					
.. Civil Loans Bonds, 1856-'61.....	271,000	6	Various.	'73-'78	....
.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	"	'83-'89	99½
.. Municipal Equalization Bonds.....	3,084,400	6	April & Oct.	1889	100
Maryland—$12,436,718):					
.. Bonds to R. R. and Canals, 1827-'47....	1,537,222	5	J. A. J. & O.	1890	....
.. Bonds to R. R. and Canals, (stg) 1838...	5,985,544	5	" "	1890	....
.. Bonds to R. R. and Canals, 1834-'39.....	590,040	6	" "	1890	96½
.. Bonds to Ches. & Ohio Canal 1870.....	3,630,545	6	Jan. & July.	1883	....
.. Bounty War Bonds, 1868.....	511,355	6	J. A. J. & O.	1885	104
Massachusetts—($30,712,882):					
.. State (public works) scrip, '72.....	706,000	5	Various.	'72-'80	....
.. State (public works) scrip.....	364,000	6	June & Dec.	'72-'77	....
.. Union Fund Loan, 1861.....	2,800,000	6	Jan. & July.	'72-'76	....
.. Union Fund Loan, 1862.....	600,000	5	" "	'77-'78	....
.. Coast Defense Loan, 1863.....	888,000	5	" "	1883	99½
.. Bounty Loan, 1864.....	4,379,500	5	May & Nov.	1894	100½
.. Bounty Loan, 1864, £826,600 stg.....	4,000,744	5	" "	1894	....
.. War Loan (5-20) cur. 1866.....	2,551,500	6	Mar. & Sept.	1886	....
.. R. R. & Hoosac T. bonds, £1,448,700 stg.	7,175,451	5	April & Oct.	'88-'93	....
.. R. R. & Hoosac Tunnel bonds, dollar...	1,166,500	5	" "	'90-'93	....
.. Loan (B., H. & Erie R. R.) £743,600 stg	3,599,024	5	Jan. & July.	1900	....
Michigan—($2,332,293):					
.. Canal Bonds, 1859	81,000	6	Jan. & July.	1879	....
.. $2,000,000 Loan Bonds, 1863.....	445,000	6	" "	1878	....
.. $2,000,000 Loan Bonds, 1863...	431,000	6	" "	1878	96
.. $2,000,000 Loan Bonds, 1863.....	718,000	6	" "	1883	....
.. Renewal Bonds, 1868.....	463,000	7	May & Nov.	1890	....
.. Bounty (War) Bonds, 1865.....	160,000	6	Jan. & July.	1878	....
Minnesota—($350,000):					
.. Sioux War Bonds, 1862	100,000	7	May & Nov.	1872	....
.. State Building Bonds, 1867-'68 and '69..	250,000	7	Jan. & July.	'77-'79	....
.. Railroad Bonds (suspended) 1858	2,275,000	...	June & Dec.	1863	....
Missouri—($17,669,000):					
.. State Bonds, proper, 1865-'68	439,000	6	Jan. & July.	'82-'90	93½
.. Railroad Loans Bonds, 1854-'66	1,589,000	6	" "	'87-'88	....
.. S. W. Br. of Pacific R. R. bonds, guar..	14,496,000	7	" "	'74-'90	99½
.. State Bonds, funding, 1867-68.....	2,727,000	6	" "	'76-'91	...
Nevada—($660,000):					
.. State Bonds, for floating debt	660,000	10	Mar. & Sept.	'72-'87	....
New Hampshire—($2,405,400):					
.. War Loan Bonds, July 1, 1861.....	812,000	6	Jan. & July.	'71-'78	....
.. War Loan Bonds, July 1, 1864	600,000	6	Mar. & Sept.	'84-'89	98½
.. War Loan Bonds, Oct. 1, 1866.....	750,000	6	April & Oct.	'72-'74	99½
New Jersey—($2,896,200):					
.. War Loan Bonds, 1861, tax free.....	1,200,000	6	Jan. & July.	'73-'84	103
.. War Loan Bonds, 1863, tax free.....	1,002,000	6	" "	'86-'96	....
.. War Loan Bonds, 1864, tax free.....	584,400	6	" "	'97-'02	....
New York—($38,121,600):					
.. General Fund Stock	900,000	5	J. A. J. & O.	1875	....
.. General Fund Stock	800,000	6	" "	1878	....
.. General Fund Stock	348,107	5	" "	pleas.	....
.. General Fund Stock	1,189,780	6	" "	pleas.	....
.. Canal Stock.....	1,106,420	5	" "	1874	....
.. Canal Stock.....	7,408,000	6	" "	'72-'73	112
.. Canal Stock.....	2,572,000	6	" "	'74-'75	106
.. Canal Stock.....	880,000	6	" "	1877	....
.. Bounty Loan Bonds, 1867, registered...	20,675,000	7	Jan. & July.	1877	106
.. Bounty Loan Bonds, 1867, coupon	1,372,000	...	" "	1877	107
North Carolina—($29,900,045):					
.. State (old) Bonds 1848 to 1860.....	4,738,000	6	Jan. & July.	'72-'92	31½
.. State (old) Bonds 1848 to 1860.....	3,639,000	6	April & Oct.	'72-'92	....
.. State (new) Bonds, 1867 to 1870	3,009,045	6	Jan. & July.	'92-'98	18
.. State (new) Bonds, 1867 to 1870	1,859,000	6	April & Oct.	'92-'98	....
.. Funding (Debt) Bonds, 1866.....	2,417,400	6	Jan. & July.	1900	27
.. Funding (Interest) Bonds 1868.....	1,821,400	6	April & Oct.	1878	25
.. Special Tax Bonds.....	11,407,000	6	" "	'98-'99	15
Ohio—($9,022,721):					
.. Loan of 1860 Bonds, skg f'd.....	882,894	6	Jan. & July.	1870	....
.. Loan of 1850 Bonds, skg f'd.....	1,600,000	6	" "	1875	99
.. Loan of 1860 Bonds, skg f'd.....	1,495,309	6	" "	1881	105½
.. Loan of 1856 Bonds, skg f'd.....	2,400,000	6	" "	1886	106
Oregon—($290,527):					
.. Bounty and Relief Bonds of 1864.....	90,527	7	Jan. & July.	'74-'84	....
.. Willamette Canal & Lock Bonds of 1870	200,000	7	" "	1890	..
Pennsylvania—($2,272,956):					
.. Loan of Feb. 1867 (5-10s).....	92,850	5	Feb. & Aug.	'72-'77	....
.. Loan of Feb. 1867 (5-10s).....	3,786,550	6	" "	'72-'77	102½
.. Loan of Feb. 1867 (5-10s).....	90,400	5	" "	'77-'82	....
.. Loan of Feb. 1867 (10-15s)	7,890,550	6	" "	'77-'82	107½
.. Loan of Feb. 1867 (15-25s).....	728,950	5	" "	'82-'92	....
.. Loan of Feb. 1867 (15 25s).....	9,271,850	6	" "	'82-'92	108½
.. Inclined Plane Loan, of April 1849.....	400,000	6	April & Oct.	1879	....
.. State Stocks (old).....	1,997,050	6	Feb. & Aug.	1871	....
.. .. (old).....	.....	5	" "	'77-'78	....
.. .. (old).....	.....	4½	Jan. & July.	1882	....
Rhode Island—($2,770,000):					
.. War Bonds of Aug. 1862.....	1,049,000	6	Mar. & Sept.	1882	99½
.. .. of Jan. 1863.....	200,000	6	April & Oct.	1893	....
.. .. of June 1863.....	602,000	6	Jan. & July.	1893	....
.. .. of May 1864.....	829,000	6	Feb. & Aug.	1894	....
South Carolina—($15,857,327):					
.. State House, Stock and Bonds '53-'66...	1,233,188	6	Jan. & July.	'71-'90	....
.. Funding Stocks & Bonds '66-'68.....	1,750,000	6	April & Oct.	1888	23
.. .. .. '66.-'69.....	2,262,714	6	Jan. & July.	'87-'97	17
.. Funding Stocks and Bonds	899,000	7	" "	1888	....
.. Blue Ridge R. R. Bonds 1854.....	970,000	6	" "	'74-'78	....
.. Conversion Bonds 1869.....	7,371,700	6	" "	1888	....
.. .. .. 1870.....	500,000	6	April & Oct.	1899	....
Tennessee—($30,952,156):					
.. Railroad Loan Bonds.....	31,300,417	6	Jan. & July.	long.	80
.. State Bonds (direct)	4,819,544	6	April & Oct.	"	....
.. Endorsements	2,197,000	6	Jan. & July.	"	....
.. Funded Interest Bonds	9,000,000	6	" "	"	79½
Texas—($3,397,325):					
.. Frontier Protection Bonds, gold, 1870...	700,000	7	Jan. & July.	'90-'10	....
.. Deficiency Bonds, 1871.....	357,000	10	Mar. & Sept.	1876	77
Vermont—($822,000):					
.. War Loan Bonds, coupons.....	621,000	6	June & Dec.	'71-'78	100
.. .. .. registered	201,000	6	" "	'71-'78	....
Virginia—($46,926,208):					
.. State Stock (old) registered	22,081,202	6	Jan. & July.	'86-'90	38½
.. State Bonds (old) coupon	11,105,000	6	" "	'86-'90	39½
.. State Bonds, sterling coupon.....	1,865,000	5	" "	'86-'90	....
.. Funded Interest, 1866-'67.....	6,692,425	6	" "	'76-'87	....
.. Funded Interest sterling, 1867.....	466,250	5	" "	'85-'01	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	98½
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	99½
3d Mortgage	399,000	7	May & Nov.	" "	1881	92½
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	Jan. & July.	New York.	1896	92
Special Mortgage to Penn	3,500,000	5	....	Harrisburg.	....	87½
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	8,000pm	8*	Jan. & July.	New York.	1891	70
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	....
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	88½
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U.S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S.A. & G.R.R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga & Fla. R.R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R.R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina.						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850–'80	579,500	6	" "	"	1880	97
Loan of 1853–'85	1,710,500	6	April & Oct.	"	1885	97½
Loan of 1855–'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870–'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N.W. Va. R.R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	100
3d Mort. (N.W. Va. R.R.) assumed	140,000	6	" "	"	1885	92
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	95
Beloit and Madison (C. & N.W.):						
1st Mortgage	332,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	1,000,000	6	June & Dec.	New York.	1877	95
2d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage (guar. by C. & A. Co. and Penn. R. R. Co.)	745,000	6	Feb. & Aug.	"	1887	81½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State, gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	3,000,000	7	Feb. & Aug.	Boston.	1892	105½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	90
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	95
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	660,000	7	March & Sept.	Boston.	1884	40½
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	59⅞
Mass. L. (secr'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct	Boston.	1879	95½
Bonds of 1872 for $1,000,000	686,000	7	" "	"	1892	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1898	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	94½
Buffalo, New York & Phila.:						
1st Mortgage	[illegible]000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	90
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,840	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,557,971	8	Jan. & July.	Boston.	1894	100½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R.R. & lands) S.F. gold	8,000,000	7*	Jan. & July.	New York.	1891	90
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70–'97	89
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	....	7	....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	101
Chattel Mortgage	208,850	10	" "	"	'80–'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Il. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	80
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	87½
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	81½
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	88
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	79
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	104
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	86½
Central Pacific of California:						
1st Mortgage, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95–'99	103½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	100
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	111
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89–'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V.D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500p.m.	....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	90
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	82
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	96½
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75–'80	88½
Chester Creek:						
1st Mortgage, guar. by P.W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	102½
1st Mortgage	2,406,000	7	Jan. & July.	" "	1893	103
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	97
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	94
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	110½
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d Mort. (Northern Cross) gold	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	2,500,000	7	Jan. & July.	Boston.	1896	94½
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	" "	New York.	1878	....
1st Mort. (Peo. & Han.) guar	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95½
1st Mort. (Car. & Burl.) guar	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100½
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	100
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	99½
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque:						
1st Mort. guar. C., B. & Q.	1,300,000	8	Jan. & July.	Boston.	1896	80
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	90
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	4,100,000	8	June & Dec.	Boston.	1896	78½
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	95
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	102½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	97
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	99½
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	102
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	98
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	95
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	91
Equipm't (Eng &Cars, $2,750,000)	275,000	10	May & Nov.	" "	1871	....
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	93½
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,136,000	7	Jan. & July.	" "	1898	93
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort. (skg f'd gold $25,000pm)	.....	7*	June & Dec	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept. 1, '69, $16,000pm	1,350,000	8	May & Nov	New York.	1889	77
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	March & Sept.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (C B&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort. skg fund (C., R.I.& Pac.)	8,600,000	7	" "	" "	1896	103½
Chi. & Southwes'n (C., R.I.& Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage (Mad.& Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.) g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	91½
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville (I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	*500,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	79
1st Mort. (San., Day. & Cin.) S.F.	988,000	6	Feb. & Aug.	Boston.	1900	76½
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	90
Cincinnati and Springfield:						
1st Mortgage for $2,000,000 (guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort. (Ind. Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	103
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning (A.& Gt. Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	100
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	98½
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	86
Consol. sinking fund guar.	528,000	7	May & Nov	" "	1900	97
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1899	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	74
Columbus, Springfield and Cin.:						
1st M. (assumed by Cinn., S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	200,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1890	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	448,100	6	June & Dec.	Boston.	1876	96½
Notes payable, conv. at par	594,000	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000		March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E $200,000 each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	87
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1890	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv., Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	50
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	....
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	96½
Convertible b'ds (Del.Lack.&W.)	5,000,000	7	June & Dec.	" "	1892	98½
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande (3 ft. gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.& Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1906	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	189[illegible]	....
2d Mortgage	300,000	8	Jan. & July.	" "	18[illegible]1	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	81½
Detroit and Milwaukee:						
1st Mortgage, (D.& M.B.[illegible]y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,600,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R. curr'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.&M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	96½
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	93
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	9[illegible]
East Tenn. & Georgia (E.T.V.&G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	90½
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	94
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	91
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	90
Loan of 1872-'82	1,500,000	7	.....	"	1882	109½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	94½
Income Mortgage guaranteed	570,000	5	April & Oct.	"	1872	60
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103½
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	100½
3d Mortgage	6,000,000	7	" "	" "	1883	99½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	101½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	100½
Buffalo Branch, 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Consol. Mort. for $30,000,000, g'd	3,000,000	7*	" "	NY & London.	1920	95
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,089,000	7	Jan. & July.	" "	1893	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Bangor City Bonds (1st m. 55 m.)	1,000,000	6	Jan. & July.	N. Y. & Lond.	1894	....
1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S. F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan. & July.	"	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	102
2d Mortgage	948,000	7	May & Nov.	" "	1875	98
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort. not guar. gold, tax free	4,000,000	7*	April & Oct.	"	1899	....
Grand River Valley (Mich. C.):						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	100½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,838,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'73	....
Common (") Bonds	2,993,975	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.&W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	96½
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	88
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	91½
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	5[illegible],000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	88
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	....
1st Mort. (K.City & Cam.RR 55m)	1,200,000	10	Jan. & July.	" "	1886	99½
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	92
Hartford and New Haven:						
1st Mortgage	580,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32 m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f d.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	104
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	105
2d Mortgage	267,500	7	Feb. & Aug.	"	1875	87½
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	65
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	104½
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7*	April & Oct.	New York.	1909	91
2d Mortgage	1,500,000	8	Jan. & July.	" "	1909	81
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	71
International (Texas):						
1st Mort. gold, skg. fund tax free	16,000pm.	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapol'a and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):*						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7*	Jan. & July.	New York.	1890	101
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	108
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	96
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.	840,000	8	Jan. & July.	New York.	1888	95
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	100⅝
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " ")	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe(LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,389,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	85
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,300,000	7*	Feb. & Aug.	New York.	1891	86⅝
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y B's.&Ph.	1899	88
2d Mort. gold tax free and conv.	820,000	7	April & Oct.	"	1900	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	....
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	99½
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	101
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	96
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	98
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	97
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	101
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	93½
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	104½
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	100
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	98½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	96½
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct.1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Al.& Gr.R.)	840,000	8	" "	" "	1888	95
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	77½
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	101½
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	97
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	103½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	31½
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	31½
Little Schuylkill (Phila. & Rdg.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	99½
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	90
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95½
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	92
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	...
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mortgage (Memp Br.46.37m.)	139,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.)	88,000	7	" "	" "	'80-'85	....
Consol.M.for $8,000,000(392 m.)	6,647,000	7	April & Oct.	" "	1898	95½
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	3,000,00 0	7*	April & Oct.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7*	Jan. & July.	"	1898	94
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	.. .
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	"	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	June & Dec.	"	1874	....
2d Mortgage (" ")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	633,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	89½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	99
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91½
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. R.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	50
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	86
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	101½
Michigan Central:						
1st Mortgage, convertible	358 000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,204,000	8	" "	" "	1882	115
Trust Mortgage for $10,000,000	4,500,000	7	May & Nov	" "	1902	99½
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	Jan. & July.	" "	1890	106½
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	100¾
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	100⅝
2d Mort. (") guar	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown,Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	85
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	90
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	87
1st Mortgage (Minn. Cent)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	87
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	106½
2d Mortgage (P du Chien)	1,315,000	7.3	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,060,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund.	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	86
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	74⅞
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.):						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	105½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	90¾
Coupon bonds of 1871	2,900,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.)						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	80
2d Mortgage gold	500,000	6*	April & Oct	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.)						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	800,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie d bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	...
2d Mortgage currency	1,500,000	7	" "	" "	1881	78
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	74½
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(N OtoT 227 m)skg fd	2,825,000	8 7	Jan. & July. " "	New York. N.Y. or Lond.	1915 1915	....
1st M.(")gold skg fd.						
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	94½
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	100
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	87
Bonds for real estate (")	162,000	6	" "	" "	1883	87
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	92
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(N Y C&H)	1,950,000	7	April & Oct.	" "	1891	....
Consol. Mort. for $40,000,000	.....	7	.....	" "	1902	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	102½
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	99½
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	94
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	82
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	132,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	732,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	95
2d Mortgage	1,358,500	7	May & Nov.	"	1896	97
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	...
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	93½
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	89
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	91½
Income Mortgage conv	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	....
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	76
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	89
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	92½
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84½
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	80¾
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	76½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston	1876	96¾
Plain Bonds	485,000	6	April & Oct.	"	1875	98
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	1,000,000	8	June & Dec.	Boston.	1896	87½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	87½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	95
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	80
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	80
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New Yor k.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome (R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	100
Owensboro' and Russellville.						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.):						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug	New York.	1888	86
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	79
Income Bonds.....	1,500,000	7	"	" "	1892	....
St. Louis County Bonds.....	700,000	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(T W & W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	88
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	99¾
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	91¾
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	310,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	97
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	88
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	7	April & Oct.	Philadelphia.	1877	102½
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91
2d Mortgage(" ")	3,000,000	7	Jan. & July.	"	1888	91
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	80
Loan of 1870, convertible.....	28,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	96,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	94½
Mortgage Loan of 1868.....	2,760,000	7	April & Oct.	"	1893	105
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	7,696,000	7	June & Dec.	Philadelphia.	1911	102½
Consolidated Mortgage June 1, 1871. — Dollar registered	3,414,000	7	" "	"	1911	103¾
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	7,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	97½
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
New deben. loan, conv.....	2,305,630	7	Jan. & July.	"	1893	104½
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	111½
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	74¾
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	monthly.	New York.	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	Philadelphia.	1890	....
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	93½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr. Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105¾
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	95
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	101
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	80
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg (Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	"	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	92½
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100¾
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whiteh.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	78
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.		....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund...	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m..	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free..	500,000	7	May & Nov.	Boston.	1880	66
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ").....	17,500	6	" "	" "	1879	....
Calais Loan (Lewey's Island)..	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free..	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	....
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	88½
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	95
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	94
2d Mortgage May 1, 1868 guar..	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.)..	6,000,000	7	Jan. & July.	New York.	1901	91
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed..	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv....	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed...	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B) convertible....	1,000,000	7	" "	" "	1898	....
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands)..	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands..	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands..	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000.....	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage.....	226,900	6	Feb. & Aug.	Boston.	1878	95
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed.....	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds.....	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar...	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor.....	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.):						
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage.....	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold.....	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold.....	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*.....	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency.....	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds.....	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds.....	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds.....	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor.by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000.....	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,189,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	94
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds.....	617,000	6	" "	" "	'84-'90	72½
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold.....	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Plain Bonds, various conv.....	391,000	7	various.	Macon.	'72-'86	....
1st Mortgage (Muscogee) conv..	300,000	7	"	"	'72-'76	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed.....	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund....	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	850,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage.....	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90½
Sunbury and Lewiston:						
1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.....	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000.....	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund....	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	91½
1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	88½
2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	81
Equipment Mort. sinking fund..	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000..	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m..	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed.....	80,600	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar....	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
3d Mortgage.....	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds.....	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	95¼
1st M. (L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94½
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	92
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	89
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	85
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	87½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	90
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	79
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	76½
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	Jan. & July.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	April & Oct.	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug	New York.	1875	98½
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883(Camden& Amb'y)	1,700,000	6	" "	Philadelphia.	1883	90
Loan of 1889 " "	866,000	6	June & Dec.	Princeton.	1889	89
Consolidated(mort.)Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	96¾
Sterling Loan £369,200	1,846,000	5*	March & Sept.	London.	1894	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	April & Oct.	Philadelphia.	1894	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	85
2d Mortgage consolidated	1,500,000	7	" "	"	1891	11
1st Mort.(Stan.,Sheff.& Ch.R.R.)	443,800	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	795 500	8	June & Dec.	"	....	79
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	75
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	92
Convertible bonds, tax free	200,000	7	" "	"	1879	98
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
2d series (blue)	850,000	7	" "	"	1890	....
3d series (black)	154,000	7	" "	"	1890	....
4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	95
Enlarged Mortgage	990,000	6	" "	" "	1884	77¾
4th Mortgage	846,000	8	March & Sept.	" "	1900	88½
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& All R.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	82
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	....
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	104½
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	...	.....	.....	....	....
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	80
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	97½
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	84
2d Mortgage preferred	600,000	6	" "	"	1895	70
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	96½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	94¾
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	80
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	98½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	105½
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	81
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	99½
2d Mortgage coupon or regis	723,600	7	Jan. & July.	"	1902	85
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1895	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	87½
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	90
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & N.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	89
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	103½
3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	102½
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	87½
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	93¾
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	90½
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	90½
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	95
2d Mortgage	285,000	6	" "	"	1876	93
Boat Loan, sinking fund	236,965	7	" "	"	1885	92
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	70
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	75
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	78
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
437,000	6	" "	"	1878	....	
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	Apl. & Oct.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. M. in Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Jun. 30, 1872	81.3	—	4.6	—	13	8	2	101	Alabama Central ¶..... Alabama.	3,600,000	*	.....	.....	2,000,000	1,600,000	.....	—	92.8	(Fore	closed an	d sold—N	o returns.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)... New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	94½
Dec. 31, 1871	—	—	—	51.0	3	4	1	21	Alexandria and Fredericksburg ¶ ..... Va.	.....	*	.....	.....	.....	960,000	.....	—	—	(Under	constrcut	ion—No p	art in use.)		—	100	....
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley..... Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Nov. 30, 1871	4.5	—	....	31.3	...	...	...	.....	Allentown ..... Pennsylvania.	1,057,287	*	.....	.....	567,544	—	579,081	—	—	(Unde	r construc	tion—No	part in use.)		—	50	....
Dec. 31, 1871	20.5	—	2.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	.....	.....	350,000	—	—	95,000	20.5		(No retur	ns furnish	ed.)		—	50	....
Apr. 30, 1872	25.0	—	—	—	2	3	—	35	Arkansas Central (3 ft.) ¶..... Arkansas.	850,000	*	.....	.....	1,375,000	550,000	.....	—	—	(To b	e complet	ed by Dec	. 1, 1870.)		—	100	....
Dec. 31, 1871	23.0	—	1.8	135.0	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	.....	.....	246,018	150,000	.....	—	23.0		(Leased to	Cheshire	.)	7,500	—	100	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe.... Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	23
Sept. 30, 1871	30 4	—	0.7	—	—	—	—	—	Athol and Enfield..... Massachusetts.	500,000	*	.....	.....	480,700	22,000	.....	—	—	(Unfinish	ed—No o	perations.)			—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point ..... Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶. Ga. S. C. & N. C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	mplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West. N. Y. Penn. & O.	.....	*	.....	.....	30,000,000	59,000,000	.....	—	565.8	(No acc	essible ret	urns since	June 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	405.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio... Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶. N. Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶. Missouri & Ind. Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	30½
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence. Me., N. H. & Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Dec. 31, 1871	53.0	—	5.3	—	—	—	—	—	Augusta and Savannah..... Georgia.	1,032,200	—	.....	.....	733,700	129,000	.....	—	53.0	(Oper.	by Centra	l of Georg	ia.)	73,000	—	100	....
Sept. 30, 1871	19.1	—	0.7	—	2	2	1	6	Avon, Genesco and Mount Morris .. N. Y.	242,504	*	.....	.....	219,250	20,000	.....	—	19.1	20,032	41,790	4,501	31,470	4,864	—	100	....
Nov. 30, 1871	57.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	.....	.....	550,000	471,200	.....	—	53.2		(Leased to	Pennsylv	ania.)		—	50	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ .... Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	177⅞
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	135
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch..... W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)	—	103.5	836,437	.....	.....	733,095	11,807	—	100	11
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac..... Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	....
Jan. 31, 1872	33.5	—	2.7	—	—	—	—	—	Belfast and Moosehead Lake..... Maine.	900,000	—	.....	.....	650,000	150,000	1,000	—	33.5	(Leased	to Maine	Central.)		36,000	—	50	....
Dec. 31, 1871	21.2	1.5	3.4	—	5	2	—	56	Bellefonte and Snow Shoe.. Pennsylvania.	442,059	*	coal &c.	.....	600,000	99,000	.....	.....	36.7	61,649	17,798	94,677	102,302	15,654	—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware ..... New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	1½	100	....
Dec. 31, 1871	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,376	—	.....	.....	250,000	48,000	.....	—	15.6	(Leased	to Fall Br	ook Coal	Co.)		5	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	149
Sept. 30, 1871	23.4	—	1.0	—	2	2	2	24	Boston, Barre and Gardner..... Mass.	644,309	*	29,207	20,394	684,030	—	2,000	7,880	23.4		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg ..... Mass.	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart. and Erie ¶.. Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	3
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell..... Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,763	1,203,108	252,264	8	100	136½
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine..... Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	120⅞
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence..... Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	150
Jun. 30, 1871	75.0	12.0	4.7	—	9	6	2	182	Brockville and Ottawa..... Canada.	2,647,004	*	201,861	11,105	424,704	1,664,202	131,197	646,867	87.0	235,167	88,957	107,277	260,999	113,301	—	100	....
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Dec. 31, 1871	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsburg.. New York.	2,869,500	—	—	—	2,286,000	583,500	.....	—	26.0		(Leased	to Erie.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie... N. Y. & Penn.	3,396,088	—	—	—	950,000	2,389,000	—	—	—	(Leased	and oper.	by Erie.)			7	500	....
Sept 30, 1871	68.0	—	3.2	51.0	5	5	2	104	Buff., New York and Phila. N. Y. & Penn.	983,932	150,612	270,030	.....	750,208	500,000	228,882	—	....	59,997	87,623	44,241	87,625	23,885	—	100	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota. Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*..... Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349.6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	117⅞
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern. Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			—	100	....
Feb. 29, 1872	60.0	—	....	214.0	...	...	...	....	*Cairo and Fulton*..... Arkansas.	20,000,000	*	Lands.	—	12,000,000	8,000,000	.....	—	—	(Buildin	g—to cost	$20,000,0	00.)		—	100	....
Dec. 31, 1871	—	—	—	210.0	...	...	...	....	Cairo and Vincennes..... Illinois.	7,500,000	*	.....	.....	4,000,000	3,500,000	.....	—	—	(Buildin	g—to cost	$7,500,00	0.)		—	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	—	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			10	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic..... New Jersey.	1,767,075	359,752	39,254	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	50	64
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Jun. 30, 1871	28.5	—	4.3	81.0	...	...	...	....	Canada Central..... Canada.	685,156	*	1,861	4,087	—	683,467	3,776	3,800	28.5	[9½ m.	28,540	.....	32,411	7,352	—	100	....
Sept. 30, 1871	71.0	4.9	4.5	....	10	15	7	157	Cape Cod ..... Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	17.5	—	1.0	93.0	1	1	1	31	Carbondale and Shawneetown.... Illinois.	550,000	*	.....	.....	350,000	200,000	.....	—	17.5	(Open	ed Januar	y 1, 1872.)			—	100	....
Sept. 30, 1871	—	—	—	28.0	2	—	—	3	Carthage, Watert'n & Sack. Harbor.. N. Y.	474,067	*	.....	.....	376,594	150,000	.....	—	—	(Compl	eted 18 m	iles Jan. 1,	1872.)		—	100	....
Sept. 30, 1871	20.0	4.0	8.0	—	6	3	2	261	Catasauqua and Fogelsville..... Penn.	742,151	*	.....	.....	426,000	—	.....	—	24.0	64,600	22,430	321,661	128,032	55,521	6	25	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa..... Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	50	42½
Sept. 30, 1871	14.7	—	1.3	—	2	2	2	12	Cazenovia and Canastota..... New York.	538,000	*	.....	.....	294,469	250,000	11,750	—	—		(Recently	opened—	No repor	t.)	—	100	....
Dec. 31, 1871	75.5	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia..... Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa..... Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,877	92,860	310,578	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey..... New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	102⅞
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	—	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	41½
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶.. California.	129,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta.... S. Car.	5,911,920	*	206,804	65,182	2,578,000	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Dec. 31, 1871	22.8	—	1.6	—	—	—	—	—	Chartiers..... Pennsylvania.	1,095,839	*	.....	.....	635,355	400,000	60,484	—	22.8		(Leased t	o Pennsyl	vania.)		—	50	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio..... Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451 522	133,427	99,596	769,265	290,008	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire..... New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	....
																								—	50	....

Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire	New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	—	100	....
Dec. 31, 1871	21.5	—	1.8	—	—	—	—	—	Chester Valley	Pennsylvania.	1,371,900	—	.....	.....	871,900	500,000	955,000	—	21.5	(Leased	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton	Illinois.	14,437,600	*	864,664	698,785	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	112½
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy	Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	111½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque	Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper. by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes	Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)			—	100	....
Dec. 31, 1871	73.0	—	3.7	—	5	4	2	162	Chic., Cincinnati and Louisville	Indiana.	2,500,000	156,000	10,000	.....	1,500,000	1,000,000	.....	—	73.0		(No retur	ns furnish	ed.)		—	100	....
Feb. 29, 1872	117.0	—	2.9	56.0	14	8	3	410	Chic., Dubuque and Minnesota	Io. & Minn.	4,925,000	*	.....	.....	2,000,000	2,925,000	—	—	—	(Opene	d in Dece	mber, 187	1.)		—	100	....
Jun. 30, 1872	80.0	—	4.0	—	17	*	*	250	Chicago and Iowa	Illinois.	2,500,000	*	.....	.....	1,280,000	2,200,000	.....	—	—		(Recently	opened.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska	Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	105½
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore	Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.	Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	81
Mar. 31, 1872	67.0	—	3.8	258.0	5	4	2	100	Chicago and Paducah	Illinois.	2,840,000	*	.....	.....	1,500,000	1,340,000	.....	.....	—		(New roa	d—No rep	ort.)		—	100	....
Mar. 31, 1872	50.0	—	....	110.0	2	....	....	....	Chicago, Pekin & South-Western	Ill.&Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific	Ill. & Iowa.	28,761,316	*	387,136	2,340,990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	115
Mar. 31, 1872	6.0	—	....	156.0	2	2	2	26	Chicago and Southern Illinois	Ill. & Ind.	4,878,000	*	.....	.....	3,078,000	3,078,000	.....	.....	—	(Unde	r construc	tion—ope	n 19 mile	s.)	—	100	....
Mar. 31, 1872	753.0	29.0	31.0	—	—	—	—	—	Chicago and South Western	Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic.R.	I. & Pac.)			—	100	....
Dec. 31, 1871	36.5	—	2.6	—	—	—	—	—	Chillicothe and Brunswick	Mo.	865,000	—	—	—	365,000	500,000	.....	.....	36.5	(Leased	to St. L.,	K. City a	nd North	ern.)	—	100	....
Dec. 31, 1871	7.0	—	....	14.7	—	—	—	—	Cinncinnati and Baltimore	Ohio.	774,000	—	—	—	500,000	274,000	—	—	7.0	(Leased	to Mariett	a and Cin	cinnati,)		8	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton	Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction	O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	38.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville	Indiana.	800,000	—	—	—	400,000	400,000	—	—	38.0	(Leased	to Ind., Ci	n. and Laf	ayette.)		6	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley	Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago	Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne	Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr.Rap	ids & Indi	ana.)		—	100	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland	Ohio.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	93,855	149,119	191.0	648,835	.....	239,205	800,702	304,706	—	100	18½
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute	Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	340.5	49.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind.	Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	87½
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning	Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl.& G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.3	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware	Ohio.	1,641,501	*	.....	.....	1,165,000	1,500,000	.....	—	76.3	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg	Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,738	1,606,903	3,080,647	1,519,609	10	100	88½
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent	Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	40
Dec. 31, 1871	18.0	—	1.0	—	3	2	2	18	Colorado Central	Colorado.	842,707	*	.....	.....	347,800	225,000	282,126	—	18.0	34,500	17,404	12,811	56,537	5,219	...	100	....
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley	Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	285,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin	Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sa	n. & Cleve	land.)		—	100	....
Mar. 31, 1872	35.0	—	49.0	—	32	33	12	711	Concord	New Hampshire.	1,500,000	*	63,041	106,631	1,500,000	—	134,853	34,819	119.5	.....	.....	.....	925,000	153,088	10	50	161
Mar. 31, 1872	41.0	—	6.0	—	—	—	—	—	Concord and Portsmouth	N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	41.0	(Leased	to Concor	d.)	.....	25,000	7	100	....
Jun. 30, 1871	110.3	—	13.6	—	17	13	7	548	Connecticut and Passump. Riv.	Vermont.	3,145,386	*	60,329	175,744	2,126,778	1,015,229	127,699	111,747	143.7	337.464	150,026	128,555	695,587	283,665	6	100	89½
Sept. 30, 1871	50.0	4.4	19.0	—	17	23	9	334	Connecticut River	Massachusetts.	3,146,999	*	232,712	227,897	1,700,000	250,000	132,300	217,102	54.4	297,350	876,542	332,542	725,392	119,157	10	100	137
Dec. 31, 1871	46.1	—	3.0	—	6	8	4	100	Connecticut Valley	Connecticut.	2,500,000	*	—	—	1,500,000	1,000,000	—	—	41.6	(R	ecently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	68.0	—	4.0	—	8	10	4	195	Connecticut Western	Connecticut.	3,505,723	*	.....	.....	1,497,223	2,008,500	.....	—	68.0		Recently	opened.)			—	100	....
Dec. 31, 1871	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.)	Pennsylvania.	2,278,300	—	.....	.....	1,278,300	1,000,600	.....	—	6.8	(Leased	to Phila.	and Trent	on.)		6	50	....
Sept. 30, 1871	16.0	1.0	0.3	—	2	2	1	11	Cooperstown and Susquehanna	N.York.	456,001	*	.....	.....	308,405	100,000	28,580	—	16.0	20,992	39,579	19,611	45,208	22,275	—	100	....
Dec. 31, 1871	81.0	—	18.5	—	18	16	6	336	Cumberland Valley	Penn. & Md.	1,583,445	*	517,418	94,798	1,326,650	352,300	67,856	448,865	140.4	258,452	302,804	297,367	557,639	241,239	8	50	....
Sept. 30, 1871	45.0	—	2.5	—	4	2	2	17	Danv., Hazleton & Lehigh	Penn	1,025,350	30,250	350,000	.....	584,235	1,400,000	154,000	—	45.0	46,816	5,483	28,316	28,530	16,513	—	100	....
Dec. 31, 1871	23.8	10.0	4.2	—	6	6	2	62	Danbury and Norwalk	Connecticut.	700,569	137,783	74,882	52,838	600,000	3,000,000	40,391	26,682	33.8	89,800	129,629	43,679	176,822	84,631	9	100	....
Mar. 31, 1872	14.2	—	21.0	—	23	16	3	620	Dayton and Michigan	Ohio	5,958,575	765,256	373,725	1,851	3,317,497	3,430,000	265,173	—	202.0	.....	.....	.....	1,101,612	371,376	⅔	100	....
Jun. 30, 1871	31.8	—	1.8	—	4	4	3	68	Dayton and Union	Ohio.	602,594	*	—	.....	82,350	527,445	12,906	—	31.8	104,600	69,285	73,390	118,585	22,997	—	100	....
Dec. 31, 1871	41.5	—	3.0	—	—	—	—	—	Dayton and Western	Ohio.	1,011,276	—	.....	.....	309,276	701,000	.....	.....	—		(Leased	to Little	Miami.)		—	100	....
Dec. 31, 1871	83.0	16.3	26.0	—	20	13	7	456	Delaware ¶	Delaware.	2,141,300	*	.....	.....	1,230,941	873,250	.....	—	99.3	.....	.....	.....	441,421	114,769	6	100	....
Dec. 31, 1871	45.0	—	58.0	—	44	3	1	3,755	Delaware and Hudson	Penn.	3,384,306	*	21,615,694	.....	15,000,000	10,000,000	.....	—	62.0	.....	95,781	1,532,549	72,715	.....	10	100	....
Dec. 31, 1871	115.0	—	105.5	—	128	14	5	6,030	Delaware, Lack. and Western	Penn.	19,897,394	*	5,132,109	.....	10,104,000	3,308,000	3,776,123	417,054	115.0	2,448,006	234,108	2,363,568	3,351,484	1,549,693	10s	100	101½
Dec. 31, 1871	106.0	15.0	5.1	—	6	4	2	64	*Denver Pacific*	Colorado.	5,000,000	*	.....	.....	2,500,000	2,500,000	.....	—	121.0	.....	19,795	43,863	371,903	196,597	—	100	....
Jun. 30, 1872	76.0	—	2.0	274.0	13	10	5	140	Denver and Rio Grande	Col. & N. Mex.	2,500,000	.....	.....	.....	1,216,000	1,216,000	.....	—	—		(Opened	in May 18	72.)		—	100	....
Dec. 31, 1871	248.5	—	21.2	225.0	29	16	10	515	Des Moines Valley	Iowa.		(Will be	re-organi	zed as t	he St. Lo	uis, Keok	uk and	Dakota	R. R.)				772,962	235,001	—	100	....
Dec. 31, 1871	63.0	—	3.8	28.0	6	4	4	145	Detroit, Eel River and Illinois	Michigan.	2,386,000	*	.....	.....	1,000,000	1,500,000	.....	—	—	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	65.0	—	3.2	—	4	2	2	50	Detroit, Hillsdale and Indiana	Michigan.	1,813,150	*	.....	.....	343,150	1,470,000	.....	—	65.0	(R	cently op	ened—no	returns.)		—	100	....
Dec. 31, 1871	189.0	—	21.0	—	34	42	20	511	Detroit and Milwaukee	Michigan.	9,673,528	*	351,673	213,005	2,517,140	7,156,388	230,979	333,699	189.0	763,135	440,239	377,769	1,507,217	565,633	—	100	....
Jun. 30, 1872	164.0	—	8.3	—	....	....	....	....	Detroit, Howell and Lansing	Michigan.	6,275,000	*	.....	.....	3,000,000	3,275,000	.....	—	164.0		(A new li	ne—no ret	urns.)		—	100	....
Dec. 31, 1871	14.0	—	2.0	—	—	—	—	—	Dexter and New York	Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	to Maine	Central.)		18,000	3	100	....
Oct. 31, 1871	33.5	—	14.3	—	2	—	—	—	Dorcester and Delaware	Delaware.		(No info	rmation	furnishe	d.)				33.5	.....	11,404	5,161	21,480	6,985	—	100	....
Mar. 31, 1872	28.5	—	3.4	—	—	—	—	—	Dover and Winnipissogee	New Hamp.	825,000	—	—	—	480,000	—	—	—	28.5	(Leased	to Boston	and Maine	.)	29,000	6	100	....
Dec. 31, 1871	142.8	—	2.8	—	—	—	—	—	*Dubuque and Sioux City*	Iowa.	6,000,000	—	645,249	—	4,999,200	894,000	—	15,901	—	(Leased	to Illinois	Central.)			4	100	63
Dec. 31, 1871	54.7	—	2.3	—	4	4	5	76	Dubuque and South Western	Iowa.	1,760,138	*	10,484	31,677	1,174,977	550,000	14,247	63,075	54.7	71,136	38,449	51,445	161,458	72,488	—	100	....
Dec. 31, 1871	54.8	—	3.5	—	5	5	2	60	Dunkirk, Warren & Pittsburg	N. York.	2,320,000	*	—	—	1,075,500	1,190,000	55,000	—	—		(Opened	August 20,	1871.)		—	100	....
Sept 30, 1871	58.0	—	7.0	—	5	5	2	79	Dutchess and Columbia Counties	N. Y.	2,766,470	*	—	771,393	1,475,538	1,500,000	562,326	—	58.0	131,635	154,702	73,443	133,242	40,250	—	100	....
Sept. 30, 1871	17.5	—	0.5	—	—	—	—	—	Duxbury and Cohasset	Muss.	310,407	—	—	40,185	350,000	—	—	716	17.5	5,897	28,136	813	8,627	716	—	100	....
Oct. 31, 1871	17.5	—	0.6	—	—	—	—	—	East Brandywine and Waynesb	Penn.	264,800	—	—	—	89,800	175,000	2,000	—	—	(Leased	to Pennsy	lvania.)			—	50	....
Oct. 31, 1871	36.0	—	10.3	—	—	—	—	—	East Pennsylvania	Pennsylvania.	1,484,290	—	—	—	1,209,200	495,900	—	—	—	(Leased	to Phila.	and Readi	ng.)		6	50	80
Jun. 30, 1871	242.0	28.0	22.0	—	37	30	5	496	East Tenn., Va., & Georgia ¶	Tenn. & Ga.	9,165,895	*	138,971	222,368	1,969,624	3,581,400	244,991	3,731,197	285.5	.....	.....	185,834	1,287,323	383,377	—	100	40
Sept. 30, 1871	44.2	54.4	49.0	—	55	94	27	1,110	Eastern	Massachusetts.	5,927,520	1,218,509	1,334,751	270,491	4,262,600	2,987,400	1,832,081	194,325	115.2	1,152,426	4,610,277	365,965	1,871,637	635,308	8	100	106½
Dec. 31, 1871	23.0	5.0	2.5	—	3	2	—	86	Eastern Kentucky	Kentucky.		(No info	rmation	furnishe	d.)				23.0	37,507	14,409	26,857	87,888	42,653	—	100	....
Dec. 31, 1871	40.0	—	1.7	—	2	....	....	....	Eastern Shore ¶	Maryland.	875,000	*	.....	.....	295,000	58 0,000	.....	—	40.0	(N	o stateme	nt furnish	ed.)		—	100	....
May 31, 1872	185.0	—	6.8	—	19	8	6	192	Elizabeth and Paducah	Kentucky.	5,589,319	*	826,099	48,207	3,107,050	2,982,000	374,475	—	—		(Complet	d in 1871 a	nd 1872.)		—	100	....
Sept. 30, 1871	46.8	—	3.3	—	—	—	—	—	Elmira, Jefferson and Canandaigua	N. Y.	500,000	—	—	—	500,000	—	—	—	64.2	240,660	212,388	796,854	409,592	361,524	5	100	....
Dec. 31, 1871	78.0	—	4.0	—	—	—	—	—	Elmira and Williamsport	Penn. & N. Y.	2,620,000	—	—	—	1,000,000	1,620,000	—	—	78.0	504,154	108,714	360,870	541,297	.....	5	50	54½
Sept. 30, 1871	450.0	455.0	508.3	—	475	283	71	9,866	Erie	New Jersey, N. York & Pa.	59,842,740	*	.....	.....	86,536,910	26,398,800	—	.....	914.0	10,579,766	3,509,462	4,344,208	17,168,005	1,895,403	—	100	65½
Sept. 30, 1871	7.0	—	....	14.0	—	—	—	—	Erie and Genesee Valley	New York.	158,554	*	.....	.....	134,600	—	40,000	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	37.0	—	3.7	143.0	3	2	1	37	Erie and Louisville	Ohio.	1,760,000	*	.....	.....	3,500,000	3,880,000	.....	—	37.0	.....	.....	.....	70,798	25,333	—	100	....
Dec. 31, 1871	83.7	3.7	17.7	—	27	11	4	814	Erie and Pittsburg	Pennsylvania.	5,177,000	*	.....	.....	2 000,000	3,177,000	.....	—	101.7	713,767	250,727	1,211,798	1,220,542	686,082	7	100	....
Dec. 31, 1871	114.0	3.0	6.2	—	13	13	5	251	European and North American ¶	Maine.	5,463,964	*	.....	.....	522,300	3,098,800	1,802,982	—	114.0	.....	184,752	97,942	280,014	93,338	—	100	....
Aug. 31, 1871	132.0	—	15.0	—	16	10	11	242	Evansville and Crawfordsville	Indiana.	2,432,428	395,814	50,727	63,683	1,544,254	1,154,000	61,999	582,400	132.0	345,732	155,795	180,000	538,173	170,157	—	100	....
Dec. 31, 1871	98.0	—	6.0	—	9	7	4	275	Evansville, Henderson and Nashville	Ky.	3,000,000	*	.....	.....	2,000,000	1,000,000	.....	—	98.0		(No retur	ns furnish	ed.)		—	100	....
Jun. 30, 1871	55.0	—	2.7	—	7	4	2	—	Evansville, Terre Haute & Chi.	Ind.& Ill.	1,500,000	*	.....	.....	750,000	750,000	.....	—	—		(Recently	completed	.)		—	100	....
Sept. 30, 1871	5.8	—	—	—	—	—	—	—	Fall River, Warren and Providence	R. I.	330,798	—	—	—	150,000	200,000	272,607	—	5.8	11,154	82,136	—	33,137	9,866	—	100	....
Oct. 31, 1871	12.7	—	0.7	—	—	—	—	—	Fayette County	Pennsylvania.	130,000	—	—	—	107,400	—	—	—	12.7	(Leased	to Pbg. an	d Connell	sville.)		7½	50	....
Sept. 30, 1871	50.0	43.3	82.6	—	36	43	11	646	Fitchburg	Massachusetts.	3,440,000	560,000	521,002	.....	817,680	177,000	98,824	41,740	93.3	666,657	1,795,222	.....	1,327,341	316,738	8	100	136
Dec. 31, 1871	12.0	—	1.0	—	—	—	—	—	Flemington	New Jersey.	394,095	—	—	—	150,000	—	244,095	—	12.0	(Leased	to Belv. D	elaware.)	17,358	loss.	—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. R. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Dec. 31, 1871	139.5	—	20.3	51.4	23	22	8	368	*Flint and Pere Marquette*.....Michigan.	4,306,398	*	2,939,022	135,189	1,099,100	4,241,500	1,947,184	92,855	218.1	537,460	311,240	232,139	674,685	277,874	—	100	....
Sept. 30, 1871	11.8	—	1.7	—	5	20	—	11	Flushing and North Side .....New York.	989,941	*	.....	.....	306,045	1,625,000	.....	—	18.2	161,130	1,161,453	7,001	235,122	108,166	—	100	....
Sept. 30, 1871	10.0	—	0.9	—	2	2	1	6	Fonda, Johnstown and Gloversville. N. Y.	461,409	*	.....	.....	300,000	300,000	27,225	—	10.0	22,180	52,586	13,231	52,660	30,500	—	100	....
Dec. 31, 1871	100.0	—	5.0	—	8	6	2	183	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	3,000,000	273,000	90,000	—	1,050,000	1,871,000	—	—	100.0	200,152	100,989	59,511	.....	.....	—	100	....
Dec. 31, 1871	109.0	—	2.7	—	—	—	—	—	Ft. Wayne, Muncie and Cin.....Indiana.	3,300,000	—	.....	.....	1,000,000	2,300,000	.....	—	—	(Oper. by	Ft. Way	ne Jackso	n & Sag.)		—	100	....
Dec. 31, 1871	26.0	—	1.0	—	6	—	—	—	Framingham and Lowell.....Mass.	797,683	116,000	.....	158,364	493,840	477,500	100,707	—	—	(Oper. by	Boston,	Clinton &	Fitchbur	g.)	—	100	65
Sept. 30, 1871	17.0	—	2.0	—	2	3	1	20	Freehold and Jamesburg.....N. Jersey.	383,911	*	.....	.....	283,745	—	99,267	—	22.0	70,617	124,254	39,375	57,588	177,607	—	100	....
Oct. 31, 1871	85.0	—	9.0	200.0	9	6	4	133	Galv., Harrisburg & San Antonio..Texas.	1,925,841	263,536	72,540	10,551	1,738,468	534,000	.....	.....	85.0	72,651	17,900	40,709	330,500	6,015	—	100	....
Mar. 31, 1872	51.0	—	7.0	—	15	7	5	216	Galveston, Houston & Henderson. Texas.	2,239,000	387,800	83,286	11,285	1,000,000	1,500,000	272,609	11,381	51.0	51,494	29,971	37,790	214,674	107,289	—	100	....
Mar. 31, 1872	171.0	61.0	24.7	—	563	26	14	594	Georgia.....Georgia.	4,156,000	*	1,405,739	210,201	4,200,000	722,500	190,174	658,533	232.0	971,050	.....	.....	1,334,012	527,777	8	100	....
Apr. 30, 1872	111.0	—	5.6	—	7	4	4	160	Gilman, Clinton & Springfield.....Illinois.	5,000,000	*	.....	.....	2,000,000	3,000,000	.....	—	—	(Recently		opened.)			—	100	....
Sept. 30, 1871	11.6	—	0.3	3.2	—	—	—	—	Goshen and Deckertown .....New York.	290,901	—	49,893	—	104,294	226,500	19,000	—	11.6	15,933	18,532	13,009	42,198	19,807	—	100	....
Dec. 31, 1871	239.0	—	11.9	113.0	—	—	—	—	*Grand Rapids and Indiana*.....Indiana.	.....	—	.....	—	2,800,000	8,000,000	.....	—	239.0	(Operat	ed by cont	ractors.)			—	100	....
Dec. 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	94.0	(Leased	to Michig	an Centra	l.)		—	100	....
Jun. 30, 1871	711.0	247.0	300.0	—	336	233	89	3,968	Grand Trunk ¶ .....Canada.	95,565,830	*	6,421,233	2,064,502	17,442,945	85,608,620	.....	.....	1,377.0	6,116,082	1,702,245	1,357,393	7,848,110	1,521,710	—	100	....
July 31, 1871	229.0	101.5	70.0	—	140	142	40	2,104	Great Western ¶.....Canada.	26,528,943	*	2,323,038	3,562,716	20,245,333	10,922,297	675,068	571,998	443.7	2,314,182	814,653	992,889	4,395,765	1,788,413	5¾	100	....
Sept. 30, 1871	8.0	—	0.6	—	—	—	—	—	Greene.....New York.	320,386	—	.....	.....	200,000	—	120,386	—	8.0	(Leased	to Del., L	acka.& W	estern.)		—	100	....
Mar. 31, 1872	40.0	—	2.0	161.0	3	2	—	130	Green Bay and Lake Pepin....Wisconsin.	800,000	*	—	—	400,000	640,000	—	—	....	(Opene	d Decemb	er 19, 1871	.)		—	100	....
Sept. 30, 1871	14.0	—	0.5	—	—	—	—	—	Greenwich and Johnsonville...New York.	273,893	—	—	—	130,090	130,000	—	—	14.0	17,528	15,714	7,415	26,898	11,061	—	100	....
Apr. 30, 1872	38.0	—	2.0	190.0	5	2	1	69	Gulf Western, Texas and Pacific....Texas	—	(No s	tatement	furnish	ed.)	—	—	—	—	18,240	7,234	29,173	132,000	61,606	—	100	....
Dec. 31, 1871	4.9	—	0.2	—	2	9	3	6	Hackensack.....New Jersey.	191,246	*	—	—	99,700	62,000	—	—	5.7	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	28.0	—	2.8	—	—	—	—	—	Hackensack Extension.....New Jersey.	859,600	—	—	—	560,000	319,600	—	—	28.0	(Leased	to Erie C	ompany.)			—	100	....
Dec. 31, 1871	70.0	—	6.2	—	—	—	—	—	Hannibal and Central Missouri. Missouri.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	70.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Dec. 31, 1871	46.0	6.0	2.3	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	—	—	52.0	(Leased	to Tol., W	ab. & We	stern.)		—	100	....
Aug. 31, 1871	207.0	70.0	27.7	—	79	41	21	1,442	*Hannibal and St. Joseph* ¶.....Missouri.	18,272,284	2,948,434	486,236	111,264	9,254,924	9,508,000	2,679,806	375,497	277.0	2,066,880	358,894	416,791	3,104,969	1,089,035	—	100	44
Sept. 30, 1871	7.8	—	1.0	—	2	5	—	12	Hanover Branch.....Mass.	174,389	37,050	.....	.....	123,300	50,000	—	38,189	7.8	19,200	75,124	13,019	62,662	21,242	—	100	....
Oct. 30, 1871	12.2	—	0.7	—	6	5	2	14	Hanover Branch.....Penn.	200,000	56,100	15,384	30,000	116,850	—	222,150	—	12.2	41,982	31,903	84,714	76,386	17,582	10	100	....
Sept. 30, 1871	114.0	2.0	5.8	—	—	5	1	146	Harlem Extension .....New York.	8,039,500	*	—	1,009	4,000,000	4,000,000	40,509	—	116.0	164,414	109,915	64,494	207,113	32,298	—	100	....
Oct. 31, 1871	36.0	18.0	17.6	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	—	—	—	(Leased	to Penney	lvania.)			7	50	....
Sept. 30, 1871	62.0	16.7	85.0	—	...	...	...	....	Hartford and New Haven....Connecticut.	.....	.....	.....	.....	.....	582,000	(Con	solidated	in N.	Y., N.H	aven and	Hartford	R. R.)		—	...	....
Dec. 31, 1871	122.4	0.8	16.9	78.0	25	32	16	338	Hartford, Prov. and Fishkill ¶. Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	130.4	518,637	'1,149,889	263,447	939,344	]191,062	—	100	....
Aug. 31, 1871	47.6	—	2.4	152.4	—	—	—	—	*Hastings and Dakota*.....Minn.	710,000	—	—	—	703,000	—	7,000	—	47.6	.....	.....	.....	17,774	12,780	—	100	....
Sept. 30, 1871	5.5	—	0.2	—	2	—	—	100	Hibernia Mine..... .....New Jersey.	648,638	*	.....	.....	150,000	—	—	—	5.5	.....	.....	83,892	45,628	15,006	—	100	....
Dec. 31, 1871	63.3	—	2.0	—	—	—	—	—	Holly, Wayne and Monroe .....Mass.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Flint &	Pere Mar	quette.)		—	100	....
Sept. 30, 1871	10.3	—	—	—	—	—	—	—	Holyoke and Westfield.....Mass.	450,000	—	.....	.....	200,000	200,000	50,000	—	10.3	(Leased	to New H	aven & N	orthampt	on.)	—	100	....
Dec. 31, 1871	74.0	45.8	11.3	—	16	24	...	330	Housatonic .....Connecticut.	2,105,558	—	261,663	306,847	2,000,000	391,000	67,899	—	119.8	321,600	.....	.....	780,281	92,384	—	100	....
Dec. 31, 1871	88.0	57.0	5.0	205.0	10	8	2	275	Houston and Great Northern.....Texas.	1,439,941	287,081	162,601	86,861	1,970,804	—	5,636	—	93.0	(No	returns f	urnished.)			—	100	....
May 31, 1871	211.0	115.0	16.3	145.0	45	25	14	916	Houston and Texas Central ¶.....Texas.	7,240,000	*	.....	.....	820,000	6,520,000	.....	—	180.5	.....	.....	.....	1,796,682	943,564	—	100	....
Oct. 31, 1871	44.0	14.7	12.5	—	15	6	2	73	Huntingdon and Broad Top Mt.....Penn.	2,792,475	*	.....	.....	870,900	2,008,096	.....	—	62.5	197,972	52,246	453,182	378,689	87,686	—	50	24
Dec. 31, 1871	707.4	—	124.4	—	193	108	45	4,353	*Illinois Central* .....Illinois.	33,610,185	*	.....	1,212,539	25,280,510	5,764,500	16,370	—	1,110.9	5,710,354	1,286,584	1,831,944	8,401,142	2,732,847	10	100	117½
Dec. 31, 1871	65.5	—	3.3	—	—	—	—	—	Illinois Grand Trunk.....Illinois.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	65.5	(Leased	to Chicag	o Burl. &	Quincy.)		—	100	....
Mar. 31, 1871	—	—	—	151.5	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	640,000	*	.....	.....	1,000,000	500,000	100,000	—	—	(Under	constructi	on, to cost	$4,500,000	.)	—	100	....
Apl. 30, 1872	202.5	—	20.5	—	26	14	8	900	Ind., Bloomington & Western..Ind. & Ill.	11,200,000	*	.....	.....	5,000,000	6,200,000	.....	—	212.5	.....	.....	.....	1,133,863	.....	—	100	....
Oct. 31, 1871	179.0	—	17.9	—	52	43	15	1,023	Indianapolis, Cin. and Lafayette. Indiana.	15,290,514	*	.....	.....	5,728,497	7,891,500	1,756,517	—	217.0	.....	.....	.....	1,827,824	622,313	—	100	....
Dec. 31, 1871	75.0	—	4.7	—	12	10	6	287	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	72.0	—	8.0	—	...	...	...	....	Indianapolis and St. Louis.....Indiana.	3,829,175	*	589,143	222,168	600,000	3,338,000	702,486	—	72.0	.....	.....	.....	671,557	286,415	—	100	....
Dec. 31, 1871	117.0	—	4.9	—	5	5	3	182	Indianapolis and Vincennes.....Indiana.	4,581,800	*	16,078	46,841	1,402,000	3,150,000	32,717	—	117.0	215,952	.....	.....	255,684	66,794	—	100	....
Dec. 31, 1871	183.7	—	6.1	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	.....	.....	4,625,000	2,960,000	.....	—	183.7	(Leased	to Illinois	Central.)	304,369	120,369	—	100	57½
Dec. 31, 1871	73.0	—	3.6	277.0	—	—	—	—	Iowa Midland.....Iowa.	2,628,000	—	.....	.....	1,314,000	1,314,000	.....	—	73.0	(Leased	to Chicag	o & N. W	estern.)		—	100	....
Dec. 31, 1871	13.0	—	2.1	—	3	2	1	122	Iron .....Ohio.	275,668	47,000	15,300	37,705	130,009	30,000	10,681	204,977	13.0	.....	28,882	120,501	92,878	23,198	—	100	....
Dec. 31, 1871	11.0	—	2.0	22.0	2	—	—	—	Ironton.....Pennsylvania.	218,000	*	282,000	.....	400,000	100,000	.....	.....	11.0	11,380	—	82,617	34,292	4,558	—	50	....
Aug. 31, 1871	121.0	—	6.0	65.0	15	10	5	150	*Jackson, Lansing and Saginaw*..Michigan.	3,729,585	*	900,000	43,940	1,408,100	2,935,000	66,667	263,757	121.0	281,640	[8 mo	nths.]	357,664	180,164	—	100	....
Dec. 31, 1871	36.5	38.5	12.5	—	—	—	—	—	Jefferson (Erie).....Pennsylvania.	4,395,700	—	—	—	2,095,700	2,300,000	—	—	—	(Leased	to Erie.)				—	100	....
Dec. 31, 1871	155.0	6.0	22.6	—	41	38	12	833	Jeffersonville, Madison and Ind..Indiana.	6,316,079	*	593,088	506,342	2,000,000	4,905,000	395,884	114,643	226.0	919,288	515,294	388,278	1,290,950	458,198	—	100	....
Dec. 31, 1871	37.7	—	4.2	—	—	—	—	—	Joliet and Chicago (C. & A.).....Illinois.	2,000,000	—	—	—	1,500,000	500,000	—	—	—	(Leased	to Chicag	o & Alton	.)		7	100	92
Dec. 31, 1871	44.5	—	4.5	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	to Michig	an Centra	l.)		8	100	....
Dec. 31, 1871	4.6	—	9.1	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,320	—	.....	.....	185,250	800,000	.....	—	4.6	21,489	206,270	.....	127,843	43,394	—	50	....
Dec. 31, 1871	42.0	—	2.0	—	2	2	1	29	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	.....	—	42.0	(No	returns f	urnished.)			—	100	....
Dec. 31, 1871	58.0	—	2.8	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	—	—	610,000	840,000	—	—	58.0	(Leased	to Lake S	hore & Mi	ch. Sout	hern.)	6	100	....
Dec. 31, 1871	32.0	—	1.6	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	32.0	(Leased	to Michig	an Centra	l.)		—	100	....
Mar. 31, 1871	200.2	60.0	15.3	—	21	17	9	271	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,626,158	*	40,000	270,594	2,789,414	5,776,500	332,715	44,123	260.2	627,275	168,158	207,497	1,221,938	448,077	—	100	....
Feb. 28, 1872	35.0	—	....	515.5	3	3	—	40	Kansas City (3 feet gauge) .....Kansas.	620,000	*	370,000	—	990,000	—	—	—	35.0	(Recent	ly opened	—operatio	ns not re	ported.)	—	100	....
Dec. 31, 1871	31.9	—	1.3	—	—	—	—	—	Kansas City and Santa Fe.....Kansas.	1,440,000	—	—	—	720,000	720,000	—	—	—	(Leased	to Leav. L	awr. & Ga	lveston.)		—	100	....
Dec. 31, 1871	638.6	34.0	13.7	—	88	47	19	1,032	Kansas Pacific.....Kansas & Col.	33,409,606	*	2,030,840	1,220,309	8,972,500	26,116,350	1,610,905	—	672.6	2,470,914	201,592	277,168	3,312,518	1,009,928	—	100	24
Aug. 31, 1871	49.0	—	2.5	—	5	5	4	50	Knox and Lincoln .....Maine.	1,871,841	*	513,826	190,333	361,097	2,020,000	6,730	—	....	(Recent	ly opened	.)			—	100	....
Dec. 31, 1871	80.0	—	28.5	—	24	3	4	842	Lackawanna and Bloomsburg .....Penn	3,334,678	625,000	.....	.....	1,335,000	2,225,000	202,271	—	80.0	969,043	297,828	1,628,906	874,410	379,977	—	50	....
Dec. 31, 1871	80.0	—	4.0	—	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	2,300,000	—	—	—	1,000,000	1,300,000	—	—	—	(Leased	to Tol. W	estern.)			—	100	....
Dec. 31, 1871	36.0	—	1.3	79.9	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	783,073	—	—	—	117,073	666,000	—	—	—	(Leased	to Tol. W	estern.)			—	100	....
Sept. 30, 1871	—	—	—	—	—	—	—	—	Lake Ontario Shore Line.....New York.	54,309	—	—	138,261	192,510	—	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	540.0	538.9	353.5	148.8	346	161	64	6,996	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	48,311,203	10,430,333	6,065,603	4,616,527	37,537,830	26,899,000	3,606,970	1,369,927	1,073.8	10,178,603	1,943,162	3,725,425	14,797,975	4,884,369	8	100	93½
Aug. 31, 1872	92.0	—	5.1	—	10	...	...	800	Lake Shore and Tuscarawas Valley. Ohio.	3,170,000	830,000	.....	.....	2,000,000	2,000,000	—	.....	—		(Recent	ly opened.)			—	100	....

Aug. 31, 1871	156.0	—	2.6	—	20	13	7	156	Lake Superior and Mississippi.....Minn.	7,081,959	*			5,125,000	7,700,000			211.0	—			429,225	10,233	—	100	...
Dec. 31, 1871	17.4	—	—	—				—	Lawrence .....Pennsylvania.	633,170	—	—	14,682	285,050	355,000	—	8,290	—	(Leased	to Pittsb.,	Ft. W. & C	hicago.)	56,618	7	50	...
Dec. 31, 1871	21.5	—	2.2	—	4	6	4	—	Leavenw'th, Atchison & N. Wtn. Kansas.	1,100,000	—	—	—	600,000	500,000	—	—	21.5	(Leased	to Pacific	of Mo. at 4	5 p.c.—m	$42,000)	—	100	...
Dec. 31, 1871	143.4	1.8	9.2	—	20	14	9	255	Leavenworth, Lawrence & Galv..Kansas.	5,115,539	587,550	5,790,078	354,207	5,720,000	5,720,000	408,367	—	177.1	376,806	106,010	84,945	591,210	147,099	—	100	...
Nov. 30, 1871	101.0	124.6	206.5	—	171	20	20	7,891	Lehigh Valley.....Pennsylvania.	14,501,805	4,728,925	.....	.....	18,158,600	9,219,000	645,142	.....	235.2	3	867,271	1,573,748	5,290,726	1,828,695	10	50	119
Dec. 31, 1871	82.5	—	45.0	—	52	42	21	770	Little Miami .....Ohio	5,671,900	*	.....	.....	4,107,900	1,564,000	.....	—	196.0	—	.....	.....	1,777,722	517,919	8	100	...
Dec. 31, 1871	90.0	—	8.0	143.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	*	.....	.....	6,000,000	8,500,000	.....	—	....	—	(Under	construct	ion.)			—	100	...
Dec. 31, 1871	28.3	3.0	19.3	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,416,188	—	.....	.....	2,646,100	771,500	.....	—	58.8	(Lea	to Phila. &	Reading.)			7	50	93½
Dec. 31, 1871	9.5	—	0.4	—	—	—	—	—	Littlestown.....Pennsylvania.	115,616	—	.....	.....	34,850	40,000	686	—	9.5	sed	4,703	15,635	70,546	1,816	—	50	...
Mar. 31 1872	92.6	1.7	4.6	—	6	4	2	147	Logans., Crawfordsv. & S. Wtn...Indiana.	3,000,000	*	.....	.....	1,500,000	1,500,000	.....	—	....	(Recentl	y opened	—No retu	rns.)		—	100	...
Dec. 31, 1871	24.5	—	3.6	—	2	6	2	44	London and Port Stanley.....Canada.	947,349	80,579	36,323	19,294	442,240	490,405	150,866	—	24.5	48,419	44,427	23,831	43,002	12,709	—	100	...
Sept. 30, 1871	94.0	64.0	15.9	—	22	43	9	247	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	1,500,000	180,000	—	158.0	.....	.....	.....	830,661	261,860	3	50	75
Mar. 31 1872	57.0	—	2.6	215.0	—	—	—	—	Louisiana and Missouri River.....Mo.	5,735,914	—	—	—	4,198,582	4,300,000	—	—	—	—	(Leased to	Chicago a	nd Alton	.)	—	100	...
Jun. 30, 1871	93.5	77.6	17.8	—	26	24	14	313	Louisville, Cincinnati and Lexington. Ky.	7,218,782	*	281,966	181,948	2,474,483	3,475,000	1,523,496	239,667	172.7	746,783	446,977	209,187	995,426	254,684	—	100	...
Jun. 30, 1871	185.0	207.5	44.2	60.0	87	45	30	1,313	Louisville and Nashville.....Ky.	13,964,388	*	5,424,969	298,979	8,873,580	8,873,580	1,821,357	241,398	392.5	1,859,701	466,427	535,711	3,153,007	1,054,635	7	100	78
Dec. 31, 1871	288.0	—	10.0	—	36	16	10	367	Louisville, New Albany & Chicago...Ind.	.....	.....	.....	.....	3,000,000	.....	.....	.....	288.0	.....	227,340	174,577	787,311	148,171	—	100	...
Sept. 30, 1871	12.4	—	2.3	—	—	—	—	—	Lowell and Lawrence... .Massachusetts.	363,500	*	.....	17,342	200,000	66,700	11,164	102,636	12.3		(Leased to	Boston an	d Lowell.	29,688	6	100	...
Dec. 31, 1871	10.0	—	1.0	105.0	2	1	—	2	Louisville New Albany & St. L. Ind. & Ill.	1,057,495	*	115,500	64,593	1,168,153	—	68,732	703	10.0		(Under	construct	ion.)			—	100	...
Dec. 31, 1871	20.0	—	9.9	—	—	—	—	—	Lykens Valley.....Pennsylvania.	600,000	—	.....	.....	600,000	.....	.....	—	20.8	(Leased	to Summit	Branch.)		62,500	11½	20	...
Mar. 31, 1871	78.0	—	3.9	—	—	—	—	—	Macon and Augusta.....Georgia.	2,401,900	—	.....	.....	1,631,900	770,000	.....	—	78.0	(Operat	ed by Geo	rgia.)	67,382	Loss.	—	100	...
Dec. 31, 1871	187.5	10.0	5.5	—	14	11	6	167	Macon and Brunswick.. .....Georgia.	7,250,000	*	.....	.....	3,500,000	3,750,000	.....	—	197.5		(Not repo	rted—Sma	ll.)		—	100	...
Nov. 30, 1871	102.5	—	12.3	—	19	13	6	251	Macon and Western.....Georgia.	2,500,000	*	.....	.....	2,500,000	150,000	.....	—	199.0	.....	.....	.....	674,921	266,849	10	100	...
Dec. 31, 1871	310.0	—	17.9	—	50	58	35	838	Maine Central ¶ .....Maine.	11,445,534	*	299,905	224,362	4,227,920	5,958,398	1,237,216	524,267	357.0	934,585	584,507	314,902	1,563,436	441,797	—	100	...
Mar. 31, 1871	22.4	3.6	3.2	—	...	...	...	...	Manchester and Lawrence...N.H. & Mass.	1,000,000	*	72,124	34,736	1,000,000	—	15,297	91,563	22.4		(Operated	by Concor	d.)	101,392	10	100	130½
ept. 30, 1871	23.0	—	1.5	—	—	—	—	—	Mansfield and Framingham.....Mass.	715,162	—	14,889	444	290,000	300,000	190,916	—	23.0	(Leased	to Boston	Clinton &	Fitchbg.)	27,299	—	100	...
Dec. 31, 1871	197.8	86.0	44.7	—	66	26	16	831	Marietta and Cincinnati.....Ohio.	23,835,215	*	1,222,738	—	13,980,080	3,844,447	2,233,426	—	283.8	2,042,700	369,753	528,395	1,690,968	210,055	—	50	...
Dec. 31, 1871	35.0	3.0	....	151.0	4	5	2	95	Marietta and Pittsburg.....Ohio.	.....	*	.....	.....	1,235,000	1,500,000	.....	—	—	(Will be	completed	100 miles	in 1872.)		—	100	...
Dec. 31, 1871	54.0	—	3.5	—	4	2	1	15	Maryland and Delaware ¶...Md. and Del.	1,500,000	*	.....	.....	500,000	1,000,000	.....	—	54.0		(No retur	ns obtaine	d.)		—	100	...
Jun. 30, 1872	31.4	2.0	2.3	—	—	—	—	—	Massawippi Valley .....Canada.	800,000	—	.....	.....	400,000	400,000	.....	—	33.4	(Leased	to Conn.	and Pass.	Rivers.)		6	100	87½
Dec. 31, 1871	49.5	—	2.0	—	3	4	2	30	Maysville and Lexington.....Kentucky.	.....	*	.....	.....	.....	700,000	.....	—	49.5	(Recentl	y opened	—No retu	rns.)		—	100	...
Jun. 30, 1871	271.0	19.0	20.0	—	46	28	11	729	Memphis and Charles. Tenn., Miss. & Ala.	8,753,559	*	1,157,068	.....	5,312,725	4,157,387	469,855	—	308.0	801,661	313,017	.....	1,417,441	218,435	—	100	25
Jun. 30, 1871	82.6	—	3.6	—	11	4	—	113	Memphis, Clarkesv. and Louisv. ¶..Tenn.	.....	(Owned	and oper.	by Loui	sville and	Nashvill	e.)	—	82.6	352,636	.....	.....	462,571	12,398	—	100	...
Dec. 31, 1871	131.0	—	1.3	—	10	4	4	96	Memphis and Little Rock.....Arkansas.	.....	.....	.....	.....	.....	2,700,000	.....	—	131.0	(No ret	urns—ope	ned April	12, 1871.)		—	100	...
Jun. 30, 1871	130.3	—	10.7	—	17	8	—	121	Memphis and Ohio ¶.....Tennessee.	3,574,289	*	.....	.....	1,074,289	3,500,000	.....	—	130.7	497,646	210,189	.....	924,207	205,747	—	100	...
Dec. 31, 1871	4.7	—	—	51.8	—	—	—	—	Mercer and Somerset .....New Jersey.	506,443	—	.....	.....	265,625	—	55,000	—	4.7	(Leased	to United	Companies.)			—	100	...
Mar. 30, 1871	27.0	—	2.7	30.0	2	2	—	58	Merrimac and Conn. Rivers..New Hamp.	698,258	*	.....	.....	800,000	250,000	424,000	—	27.0	.....	.....	.....	73,489	25,899	7	100	...
Dec. 31, 1871	20.0	—	....	136.0	...	...	...	...	Michigan Air Line (E. D.)...Mich. & Ind.	.....	.....	.....	.....	.....	225,000	.....	—	20.0	(W. Div.	owned by	Michigan	Central.)		—	100	...
May 31, 1872	284.8	—	68.0	—	148	96	30	3,062	Michigan Central.....Mich., Ind. & Ill.	19,105,599	*	4,814,253	1,607,137	17,987,048	6,200,293	460,863	899,889	714.8	3,302,478	774,349	1,238,313	5,313,074	1,593,725	10	100	105½
Dec. 31, 1871	67.0	—	3.3	—	4	7	2	19	Michigan Lake Shore.....Michigan.	1,250,000	*	.....	.....	450,000	800,000	.....	—	67.0	(Recentl	y opened	—No retu	rns.)		—	50	...
Dec. 30, 1871	8.5	—	1.1	—	1	2	1	31	Middleboro' and Taunton.....Mass.	114,921	30'084	1,297	6,063	148,075	—	—	—	85.4	21,350	351,598	31,786	35,643	6,981	4	100	...
Sept. 30, 1871	10.2	—	....	—	—	—	—	—	Middletown and Crawford....New York.	159,618	—	.....	.....	121,420	68,500	.....	—	—	(Leased	to N. Y. &	Oswego M	idland.)		—	100	...
Sept. 30, 1871	13.0	—	5.3	—	—	—	—	—	Middletown, Union and Water Gap. N.Y.	350,476	—	.....	.....	121,730	225,000	64,800	—	13.0	23,870	29,531	15,550	48,681	18,862	—	100	...
Dec. 31, 1871	66.0	23.0	4.5	—	13	6	6	248	Midland, of Canada.....Canada.	2,390,476	244,400	143,595	46,654	835,782	1,143,667	224,413	618,233	89.0	278,648	69,406	190,677	273,871	144,182	—	100	...
Dec. 31, 1871	58.0	—	5.0	200.0	5	3	2	100	Midland Pacific .....Nebraska.	2,600,000	*	.....	.....	1,500,000	1,100,000	.....	—	58.0	(Recentl	y opened	—No retu	rns.)		—	100	...
Dec. 31, 1871	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County.....Penn.	254,115	—	.....	.....	65,426	118,500	.....	—	12.5		(Leased to	Pennsylva	nia.)		—	100	...
Dec. 31, 1871	917.0	101.0	126.0	—	155	103	62	3,060	Milwaukee and St. Paul .....Wisconsin.	39,700,789	*	1,889,996	1,591,579	22,649,215	18,151,339	630,009	1,781,801	1,018.0	3,684,939	849,631	1,463,155	6,690,695	2,840,341	—	25	...
Mar. 31, 1871	45.0	—	20.0	80.0	4	5	4	110	Milwaukee and Northern.....Wisconsin.	1,320,000	*	.....	.....	510,000	18,000 p.m	.....	—	45.0	(Recentl	y opened	—No retu	rns.)		—	100	57½
Oct. 31, 1871	37.5	74.6	21.8	—	—	—	—	—	Mine Hill and Schuylkill Haven....Penn.	3,814,957	—	.....	.....	3,850,450	—	.....	—	—	(Leased	to Phila. &	Reading.)			—	100	...
Dec. 31, 1871	33.0	8.0	3.0	—	4	2	2	40	Mineral Point.....Wisconsin.	1,520,000	*	.....	.....	1,200,000	320,000	.....	—	41.0		(No retur	ns furnish	ed.)		8	50	104½
Mar. 31, 1872	38.5	—	—	16.5	—	—	—	—	Minnesota and North Western.....Minn.	1,540,000	—	.....	.....	770,000	1,000,000	.....	—	38.5	(Oper. b	y Milw. &	St. Paul.)			—	100	...
Jun. 30, 1870	237.0	—	13.0	120.0	41	24	11	477	Mississippi Central.....Miss. & Tenn.	.....	*	.....	.....	.....	4,557,980	.....	—	237.0	.....	.....	.....	1,263,981	loss.	—	100	...
Sept. 30, 1871	100.0	—	6.2	—	14	10	4	183	Mississippi and Tennessee..Miss. & Tenn.	2,011,197	185,833	.....	.....	825,407	2,196,547	380,439	—	100.0	245,025	.....	.....	486,071	227,112	—	100	...
May 31, 1872	40.0	—	5.0	352.0	4	3	2	140	Mississippi Valley and Western..Mo. & Io.	1,600,000	*	.....	.....	800,000	880,000	.....	—	—	(Recentl	y opened	—No retu	rns.)		—	100	...
Mar. 31, 1872	62.0	—	1.3	238.0	4	2	2	110	Missouri, Iowa and Nebraska..Mo. & Io.	1,500,000	*	.....	.....	1,500,000	—	.....	—	62.0	(Recentl	y opened	—No retu	rns.)		—	100	...
May 31, 1872	463.0	—	26.0	129.0	41	24	14	838	Missouri, Kansas and Texas..Mo. & Kan.	24,636,000	*	.....	.....	12,045,000	12,491,000	.....	—	463.0		(No infor	mation.)			—	100	35
Dec. 31, 1871	161.0	—	8.0	—	21	12	7	440	Missouri River, Ft. Scott & Gulf. Kansas.	12,900,000	*	.....	.....	5,950,000	6,950,000	.....	—	161.0	.....	.....	.....	683,882	258,902	—	100	...
Sept. 30, 1871	20.0	—	—	220.0	—	—	—	—	Mobile and Alabama Grand Trunk...Ala.	838,003	—	.....	.....	250,000	564,398	3,606	—	—	(Operat	ed by Mob	ile and Oh	io.)		—	100	...
May 31, 1871	37.0	—	6.5	161.0	6	4	2	66	*Mobile and Girard*.....Alabama.	2,109,718	*	14,465	10,556	1,278,377	711,000	126,145	—	87.0	100,735	48,778	.....	201,935	22,746	—	100	...
Apl. 30, 1872	178.8	—	17.1	—	31	12	4	312	Mobile and Montgomery.....Alabama.	5,490,416	624,590	66,000	219,340	2,034,800	2,596,500	769,046	—	164.0	.....	.....	.....	667,539	150,124	—	100	...
Dec. 31, 1871	472.0	45.6	42.3	—	116	...	...	...	*Mobile and Ohio*..Ala., Miss., Tenn. & Ky.	17,156,146	*	913,874	371,341	4,428,036	10,760,674	1,482,116	1,770,536	517.6	1,432,823	385,300	333,638	2,739,448	845,280	—	100	...
Sept. 30, 1871	15.8	—	0.4	18.3	1	—	—	3	Monadnack.....Mass. & N. Hamp.	352,855	*	.....	.....	197,500	99,825	.....	—	....	(Recentl	y complet	ed—No re	turns.)		—	100	...
Feb. 28, 1872	40.0	—	4.0	—	6	6	2	40	Montclair.....New Jersey.	3,000,000	*	.....	.....	700,000	2,300,000	.....	—	—	(Leased	to N. Y. &	Oswego M	idland.)		—	100	...
ept. 31, 1871	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie.....New York.	288,931	—	.....	.....	150,315	177,000	.....	—	10.3		(Leased to	Erie.)		25,000	7	100	...
Dec. 31, 1871	80.0	—	2.5	—	4	4	1	42	Montgomery and Eufala.....Alabama.	.....	.....	.....	.....	.....	.....	.....	—	80.0		(No infor	mation.)			—	100	...
Sept. 30, 1871	23.8	—	42.6	—	—	—	—	—	Monticello and Port Jervis....New York.	1,054,956	—	53,329	.....	418,500	650,000	39,786	—	23.8	15,207	22,290	11,329	26,807	11,244	—	100	...
Dec. 31, 1871	84.0	34.0	88.0	—	—	—	—	—	Morris and Essex .....New Jersey.	25,360,240	—	.....	.....	13,698,250	11,614,000	.....	—	118.0	.....	.....	.....	2,987,211	668,914	7	100	91
Sept. 30, 1871	14.5	—	18.5	—	15	19	8	386	Nashua and Lowell....N. Hamp. & Mass.	741,875	113,406	135,759	.....	800,000	—	64,325	126,715	43.2	299,980	794,297	246,558	544,613	102,415	10	100	137½
Jun. 30, 1871	151.0	22.0	11.0	—	58	23	10	718	Nashville and Chattanooga ¶..Tennessee.	5,196,256	*	1,100,241	226,166	1,896,935	1,964,000	2,662,228	—	173.0	902,859	202,709	276,761	1,446,133	396,442	—	100	58
Sept. 30, 1871	120.0	12.5	8.6	—	23	9	8	165	Nashville and Decatur ¶...Tenn. and Ala.	3,937,619	433,218	555,018	55,936	1,511,807	2,624,000	518,864	237,120	132.5	294,079	98,985	49,428	425,215	144,942	—	100	42
Jun. 30, 1871	172.5	—	7.2	—	20	5	—	112	Nashville and Northwestern ¶. Tenn. & Ky.	.....	(Sold to	Nashvill	e and C	hattanoo	ga.)		—	172.5	544,211	.....	59,145	444,389	257,542	—	100	...
Dec. 31, 1871	57.0	—	4.5	—	11	12	4	261	Naugatuck .....Connecticut.	2,041,451	*	137,513	121,139	1,872,400	112,500	28,913	286,290	61.5	217,452	334,121	183,247	624,762	240,499	10	100	...
Dec. 31, 1871	8.0	—	1.0	—	—	—	—	—	Newark and New York.....New Jersey.	2,367,285	—	.....	.....	977,150	600,000	789,735	—	—	(Leased	by New J	ersey Cen	Central.)		7	50	...
Mar. 31, 1872	44.0	—	2.0	—	—	—	—	—	Newark, Somerset and Straitsville..Ohio.	1,500,000	—	.....	.....	700,000	800,000	.....	—	—	(Leased	to Balt. &	Ohio at 30	p. c.)		—	100	...
Sept. 30, 1871	20.1	16.1	5.2	—	7	18	10	140	New Bedford and Taunton.....Mass.	760,000	*	23,008	71,261	500,000	171,500	30,083	152,686	36.2	128,370	325,136	130,095	258,418	52,559	8	100	159
Dec. 31, 1871	88.0	38.0	12.6	—	10	9	—	122	New Brunswick and Canada....N. Bruns.	2,500,000	*	.....	.....	.....	972,000	.....	—	126.0	.....	28,005	97,443	144,439	57,128	—	100	...
Dec. 31, 1871	8.3	—	0.3	—	1	1	—	—	New Canaan .....Conn.	245,983	*	.....	.....	163,905	75,756	5,689	—	....	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1871	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley.....Penn.	730,249	—	.....	.....	600,000	93,300	2,000	—	14.9	(Leased	to Pitts., F	t. Wayne	and Chic	ago.)	10	50	...
Dec. 31, 1871	13.3	—	1.3	—	2	3	2	26	New Haven and Derby.....Conn.	949,000	*	.....	.....	424,000	525,000	.....	—	13.3		(Opened	August 18	71.)		—	100	...
Dec. 31, 1871	23.0	—	0.4	51.0	2	2	1	22	N. Hav. Middlet'n & Williamantic. Conn.	.....	(Unfini	shed.)		3,000,000	4,500,000	.....	—	23.0	.....	.....	8,044	.....	.....	—	100	...
Sept. 30, 1871	83.9	15.1	13.0	—	16	15	5	340	New Haven and Northamp. Conn. & Mass.	3,011,206	553,984	172,563	263,632	2,100,000	1,600,000	249,868	61,537	99.0	340,268	355,023	199,582	546,209	150,515	—	100	...
Dec. 31, 1871	33.0	—	41.1	—	—	—	—	—	New Jersey.....New Jersey.	9,458,328	*	.....	.....	7,295,200	400,000	.....	—	33.0	(Include	d in Unite	d Compan	ies.)		10	100	121½
Jun. 30, 1872	68.0	—	6.8	—	8	16	—	89	New Jersey Midland.....New Jersey.	6,500,000	*	.....	.....	2,000,000	4,500,000	.....	—	68.0	(Leased	to N. Y. &	Oswego M	idland.)		7	100	...
Dec. 31, 1871	68.7	17.5	12.0	—	19	48	10	245	New Jersey Southern.....New Jersey.	.....	*	1,106,000	.....	4,000,000	2,876,000	.....	—	115.5	257,021	334,921	87,313	403,227	165,005	—	100	26
Sept. 30, 1871	100.0	—	10.8	—	15	15	9	229	New London Northern..Conn. and Mass.	1,530,331	*	230,671	4,997	1,003,500	699,000	.....	63,499	115.6	370,953	437,263	222,390	505,335	138,998	8	100	...
Feb. 28, 1871	206.0	—	11.6	—	43	40	10	650	N. Orleans, Jack. and Gt. North. ¶. L. & M.	.....	.....	.....	.....	4,200,000	9,500,000	1,000,000	—	206.0	.....	.....	.....	1,669,777	404,685	—	100	...
Dec. 31, 1871	313.0	—	....	535.0	...	...	...	...	N. O. Mobile and Texas....Ala. & Nash.	.....	.....	.....	.....	.....	.....	.....	—	200.0	.....	.....	.....	.....	.....	—	100	...
Sept 30, 1871	441.7	298.4	107.9	—	424	448	129	8,849	N. York Central and Hudson River. N.Y.	60,413,657	*	.....	.....	39,428,330	15,231,719	1,167	.....	844.5	10,631,797	.....	.....	21,972,105	8,266,516	8	100	102½
Sept. 30 1871	130.7	21.2	45.5	—	39	85	36	725	New York and Harlem.. ...New York.	13,305,080	1,592,481	1,678,708	.....	8,500,000	6,717,725	.....	.....	156.9	962,174	1,682,500	323,409	2,698,763	929,088	8	100	126

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "*.

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	pc
Sept. 30, 1871	5.4	—	—	34.3	1	1	—	3	N. Y., Housatonic & North.	461,207	*	.....	.....	217,200	161,000	55,465		5.4	10,275	6,290	1,968	4,889	1,191	—	100	....
Sept. 30, 1871	7.1	—	—	—	—	—	—	—	N. Y. & Conn. New York and Mahopac	229,110	—	.....	.....	135,300	—	74,700		7.0		(Recently	opened—	No retur	ns.)	—	100	....
Sept. 30, 1872	124.3	16.75	159.7	—	84	127	41	1,010	N. Y., N. H. & Hartford.	12,161,233	1,840,972	1,675,553	3,228,675	15,500,000	1,641,500	377,341	1,377,592	126.25	1,700,891	124,919,238	38,662,529	4,483,584	1,868,554	10	100	139½
Sept. 30, 1871	262.0	*	26.2	104.0	33	21	19	486	N. Y., Ct. & Ma. New York and Oswego Midland	10,309,729	1,058,027	.....	.....	5,326,773	6,063,500	265,733	.....	262.0	408,252	475,215	137,151	441,741	74,512	—	100	....
Aug. 31, 1871	62.5	—	6.3	—	18	19	7	189	N. Y., Providence and Boston.	2,568,000	*	.....	.....	1,887,400	1,099,000	.....	.....	70.0	381,634	245,619	210,077	820,746	392,477	8	100	....
Sept. 30, 1871	99.0	—	3.6	—	—	—	—	—	C. & R. I. Niagara Bridge and Canandaigua.	3,210,616	*	.....	.....	1,000,000	—	—	—	—	(Leased	to New Y	Cent. & H	ar. R.)	—	6	100	....
Jun. 30, 1871	35.0	—	3.5	18.0	...	...	...	...	N. Y. Niles and New Lisbon	1,112,858	*	.....	326,372	500,000	500,000	127,420		35.0	.....	42,948	274,628	154,259	69,000	6	100	....
May 31, 1871	223.0	—	9.6	—	25	23	18	314	N. N. Y. North Carolina	4,947,746	*	.....	354,566	4,000,000	553,413	292,920	783,241	223.0	250,404	96,990	89,992	744,761	340,716	6	100	....
Feb. 28, 1871	102.0	—	8.8	—	13	13	5	141	North-Eastern ¶ South Carolina.	2,148,131	*	(No a	24,990	1,009,950	1,161,604	39,868	4,813	102.0		99,049	.....	321,551	90,804	—	100	....
Dec. 31, 1871	55.6	12.1	42.2	118.0	...	...	...	...	North Louisiana and Texas La.	6,815,643	1,166,187	ccounts o	42,518	e.)				72.0		(No accou	nts.)			—	100	....
Oct. 31, 1871	94.9	2.6	271.3	—	37	35	18	684	North Pennsylvania Pennsylvania.	5,465,409	*	136,436	220,339	3,302,600	3,943,500	705,780	386,725	67.7	529,562	829,651	666,476	1,179,200	530,541	—	100	....
Dec. 31, 1871	138.0	4.0	128.5	—	24	24	3	600	Northern, of Canada Canada.	11,484,745	3,049,049	49,191	650,317	2,985,700	2,311,667	857,520		97.5	645,593	178,610	307,968	777,499	177,704	—	100	....
Dec. 31, 1871	69.2	13.4	16.5	—	131	68	38	4,288	Northern Central ¶ Md. and Penn.	3,068,400	*	301,144	486,981	5,601,700	8,582,000	1,006,850	995,437	257.0	2,962,397	1,091,356	4,164,400	4,266,899	979,133	6	50	92
Mar. 21, 1872	21.3	—	4.6	—	26	15	5	536	Northern New Hampshire New Hamp.	527,451	*	160,570	252,916	3,068,400	102,100	164,729	146,661	82.6	523,592	181,100	445,210	722,774	187,741	8	50	77½
Dec. 31, 1871	278.0	—	....	1,700	0..	...	...	32	Northern New Jersey N. J. and N. Y.	(In pro	gress.)	875,000	.....	1,000,000	400,000	.....	.....	278.0		(Leased to	Erie Com	pany.)		8	100	110½
Dec. 31, 1871	59.4	7.0	12.5	—	20	14	5	...	Northern Pacific Minn., Dak. &c.	2,846,180	*	.....	.....	100,000,000	50,000p.m	.....	.....	66.4	402,895	(No acc	essible ret	urns.)		8	100	....
Sept. 30, 1871	113.0	32.0	14.6	—	22	26	12	642	Norwich and Worcester ¶. Conn. & Mass.	6,942,765	*	1,448,971	217,215	2,823,400	750,000	784,387	548,255	145.0	336,349	371,651	304,710	749,117	261,746	10	100	128
Dec. 31, 1871	118.0	4.0	24.0	—	33	19	6	366	Nova Scotia Nova Scotia.	4,157,796	1,550,422	.....	.....	(Govern	ment bon	ds and c	ash.)	122.0	634,939	234,305	211,003	314,257	34,384	—	100	....
Sept. 30, 1871	10.0	2.0	1.0	—	2	—	—	1,085	Ogdensburg and Lake Champlain. N. Y.	452,994	*	.....	34,259	5,077,000	1,100,000	.....	.....	12.0		153,412	388,837	1,027,699	347,857	6	100	56
Dec. 31, 1871	340.0	53.0	19.7	—	87	43	24	1,371	Ogden Mine New Jersey.	30,863,793	*	.....	.....	450,000	—	—	—	393.0	2,428,696	.....	58,979	48,986	29,048	6	100	....
Dec. 31, 1871	95.0	3.5	43.0	—	32	19	5	314	Ohio and Mississippi Ohio, Ind. & Ill.	7,336,386	1,008,331	.....	.....	24,030,000	6,534,850	2,767	24,477	123.5	760,466	384,514	664,676	3,197,153	798,212	—	100	45½
Sept. 30, 1871	130.5	15.3	48.4	—	40	76	20	274	Oil Creek and Allegheny River Penn.	8,029,088	*	278,002	381,036	4,259,450	3,180,000	298,943		145.8	990,662	569,290	813,502	1,675,008	651,502	10	50	61
Dec. 31, 1871	5.0	4.0	2.7	—	...	...	...	...	Old Colony and Newport. Massachusetts.	808,022	59,000	.....	.....	5,000,000	2,941,000	.....	.....	9.0	.....	2,332,700	395,157	1,671,478	599,236	6	100	111½
Dec. 31, 1871	260.6	10.0	9.0	—	27	19	11	346	Orange and Newark New Jersey.	8,500,000	690,600	1,699,731	12,564	282,550	542,200	241,852	486,956	292.6	555,236	.....	2,640,258	195,356	37,874	—	100	....
Sept. 30, 1871	25.0	—	1.2	16.0	—	—	—	—	Orange, Alex. and Manassas Gap ¶ Va.	600,000	*	.....	.....	2,692,540	5,346,676	66,000		25.0	(Operat	185,604	121,911	939,680	359,677	—	100	....
Sept. 30, 1871	28.6	—	3.3	—	—	—	—	—	Osage Valley and Southern Kansas. Mo.	950,953	*	.....	.....	375,000	280,000	574,313		28.6	(Leased	ed by Pac	ific of Mo.	at 25 p. c.)		—	100	....
Sept. 30, 1871	35.0	—	32.1	—	11	12	4	213	Oswego and Rome New York.	1,369,324	*	.....	.....	268,000	612,100	25,000		35.0	166,568	to Rome,	Watertow	n & Ogde	nsburg.)	—	100	....
Dec. 31, 1871	21.0	—	1.5	64.0	2	1	1	15	Oswego and Syracuse New York.	747,670	construc	tion.)	.....	1,141,400	183,000	27		21.0		186,707	170,816	328,048	71,251	8	100	....
Feb. 29, 1872	283.5	—	45.0	—	97	50	23	1,221	Owensboro and Russellville Kentucky.	(Under	construc	tion.)	.....	1,500,000	1,500,000	.....	.....	471.3	.....	(Opened	April 17, 1	871.)		—	100	....
Dec. 31, 1871	63.5	—	6.3	101.5	6	5	2	43	*Pacific* of Missouri ¶ Missouri.	250,000	*	.....	.....	3,635,750	11,200,000	.....	.....	63.5		669,200	.....	3,597,299	947,801	—	100	52
Feb. 28, 1872	—	—	—	65.0	2	—	—	10	Paducah and Gulf Kentucky.	9,500,000	*	.....	.....	2,425,000	1,071,000	.....	.....	47.5		(No return	s furnishe	d.)		—	100	....
Dec. 31, 1871	47.5	—	7.4	—	20	4	—	417	Painesville and Youngstown Ohio.	1,000,000	—	.....	.....	250,000	—	—	—	34.0		(Under	constructi	on.)		—	100	....
Apl. 30, 1872	34.0	—	1.7	41.0	—	—	—	—	Panama New Granada.	330,000	—	.....	.....	7,000,000	2,993,177	.....	.....	14.5		(No	returns.)			—	100	....
Dec. 31, 1871	14.5	—	14.5	—	—	—	—	—	Pares and Decatur Illinois.	1,000,000	—	.....	.....	600,000	1,200,000	.....	.....	12.0	(Leased	(Construc	tion in pro	gress.)		—	100	113½
Dec. 31, 1871	12.0	—	2.6	—	—	—	—	—	Paterson and Hudson New Jersey.	1,000,000	—	.....	.....	330,000	—	—	—	15.1		(Leased t	o Erie.)			—	100	....
Dec. 31, 1871	15.1	—	15.1	—	—	—	—	—	Paterson and Newark New Jersey.	350,000	—	.....	.....	500,000	500,000	.....	.....	67.3	(Leased	(Leased t	35 p. c.)			—	100	....
Jan. 31, 1872	67.3	—	3.3	—	—	—	—	—	Paterson and Ramapo New Jersey.	2,488,250	—	.....	.....	248,000	80,000	.....	.....	22.0	(Leased	o Tol. Wa	o. Erie.)			—	100	....
Dec. 31, 1871	22.0	—	1.4	—	—	—	—	—	Pekin, Lincoln and Decatur Illinois.	538,692	—	87,758	.....	1,500,000	1,076,000	.....	.....	18.0	(Leased	b. and We	Companie	s.)		—	100	....
Dec. 31, 1871	18.0	—	1.0	—	—	—	—	—	Pemberton and Hightstown. N. Jersey.	875,000	—	.....	.....	342,150	160,000	36,542		118.0	(Recentl	Jersey Sout	hern.)			—	100	....
Dec. 31, 1871	118.0	—	10.0	87.0	5	4	2	47	Pemberton and New York. New Jersey.	4,774,000	*	.....	.....	500,000	375,000	.....	.....	699.0	11,904,317	—No retu	rns.)			6	100	....
Dec. 31, 1871	354.9	69.0	353.8	—	640	297	129	11988	Peninsular Mich. Ind. & Ill.	27,151,999	7,458,101	39,452,616	16,009,353	1,995,000	2,779,000	.....	.....	47.0	.....	4,699,985	6,575,842	18,719,837	6,896,404	10	100	....
Dec. 31, 1871	47.0	15.9	57.0	—	23	8	—	2,435	Pennsylvania Pennsylvania.	2,000,000	*	2,987,500	.....	41,339,475	34,418,205	13,060,505	1,253,887	—	—	—	941,863	—	.....	—	50	115½
Dec. 31, 1871	—	—	—	21.0	—	—	—	—	Pennsylvania Coal Pennsylvania.	231,098	—	.....	.....	4,000,000	542,500	425,000		142.7	.....	(To be co	mpleted in	1872.)		20	50	220
Nov. 30, 1871	104.6	8.9	26.0	—	11	2	—	1,089	Pennsylvania and Delaware Penn.	4,829,887	401,996	.....	.....	132,412	700,000	100,000		46.0	(Leased	187,119	862,065	1,271,226	306,306	—	50	....
Dec. 31, 1871	46.0	—	6.2	—	—	—	—	—	Pennsylvania and N. York. N.Y. & Penn.	1,800,000	—	.....	.....	3,061,700	3,000,000	415,008		83.0	261,382	to Chicag	o R. I. &	Pacific.)	125,000	8	50	....
Dec. 31, 1871	83.0	—	10.1	—	12	8	4	169	Peoria and Bureau Valley Illinois.	3,239,700	*	.....	.....	1,200,000	600,000	.....	.....	91.0	80,722	80,722	131,216	333,403	.....	—	100	....
Dec. 31, 1871	91.0	—	8.0	—	7	8	—	180	Peoria, Pekin and Jacksonville. Illinois.	3,500,000	*	.....	.....	1,239,700	2,000,000	.....	.....	6.5	(Oper.b	(Turned o	ver to Co	Dec. 1, 1	1871.)	—	50	....
Dec. 31, 1871	6.5	—	1.0	—	—	—	—	—	Peoria and Rock Island Illinois.	214,581	*	.....	.....	1,200,000	2,300,000	.....	.....	82.	168,592	y Camden	and Amb	boy.)		—	100	....
Dec. 31, 1871	61.0	21.3	6.8	—	11	8	8	106	Perth Amboy and Woodbridge. N. Jersey.	1,719,113	*	.....	.....	57,200	100,000	57,381		58.1	167,474	34,953	52,345	263,432	85,236	5	100	....
Oct. 31, 1871	46.0	—	5.5	—	8	7	3	88	Petersburg ¶ Virginia.	1,803,848	177,744	.....	63,753	1,342,200	358,500	50,305		298.6	2,430,206	254,944	109,939	271,205	29,788	—	50	....
Dec. 31, 1871	287.6	—	104.6	—	126	34	18	2,517	Philadelphia and Balt. Cent. Penn. & Md.	1,146,528	*	.....	.....	220,606	1,500,000	90,089	31,860	33.0	405,605	684,884	1,828,491	3,542,264	842,596	—	50	51
Dec. 31, 1871	17.1	3.1	25.4	—	24	45	13	192	Philadelphia and Erie ¶ Pennsylvania.	32,166,251	368,262	21,187,803	.....	8,450,000	14,000,000	149,362		615.4	6,543,138	2,806,120	572,728	700,465	303,186	10	50	175
Nov. 30, 1871	98.4	179.7	442.7	—	343	457	—	11836	Phila., Germantown and Norristown. Pa.	20,799,479	6,510,825	329,620	446,515	2,231,900	—	—	—	30.8	.....	5,766,934	9,465,572	12,562,843	5,006,940	10	50	112½
Dec. 31, 1871	26.6	—	36.2	—	—	—	—	—	Philadelphia and Reading. Pennsylvania.	1,259,600	*	2,077,202	.....	31,566,575	21,403,200	4,392,704	2,504,420	105.1	1,065,517	1,276,762	663,196	1,308,498	248,705	8	100	115
Oct. 31, 1871	95.3	9.8	80.6	—	61	144	—	1,555	Philadelphia and Trenton. Pennsylvania.	11,001,030	*	.....	.....	1,259,100	—	—	286,850	11.3	(Leased	1,608,033	348,216	2,678,865	1,069,943	8	50	113½
Dec. 31, 1871	11.3	—	0.4	—	—	—	—	—	Philadelphia, Wilm. and Baltimore. Penn.	18,030,444	*	3,637,508	150,476	10,997,900	1,745,000	284,988	496,889	201.0	2,747,565	to Phila. a	nd Readin	g.)		—	50	....
Dec. 31, 1871	193.0	8.0	36.6	—	102	34	18	1,519	Pickering Valley Pennsylvania.	353,247	620,631	88,196	.....	80,855	330,300	112,713		7.0	9,000	540,576	1,236,803	3,316,973	942,895	—	50	....
Dec. 31, 1871	7.0	—	1.0	—	3	1	—	22	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	7,330,816	*	.....	.....	5,424,350	10,004,140	6,389,738		120.0	932,848	8,639	.....	14,159	Loss.	—	50	....
Oct. 31, 1871	149.0	1.0	24.6	—	30	24	9	180	Pithole Valley Pennsylvania.	33,394,515	101,524	13,131	128,950	250,000	100,000	3,247		369.3	6,508,725	700,423	717,299	964,989	178,099	—	50	76
Dec. 31, 1871	369.3	—	150.5	—	224	95	54	8,912	Pittsburg and Connellsville ¶ Penn.	609,058	*	.....	.....	1,959,976	5,500,000	1,960,775		—	(Leas	1,985,732	2,047,114	8,393,974	4,040,644	7	100	95½
Sept. 30, 1871	18.6	—	1.5	—	—	—	—	—	Pittsburg, Ft. W. and Chic. P., O., I. & I.	1,807,847	*	.....	.....	19,714,286	13,663,000	.....	.....	41.0	.....	ed to Bost	on and Al	bany.)		6	100	82
Oct. 31, 1871	66.0	—	2.1	24.0	7	6	3	315	Pittsfield and North Adams Mass.	550,000	*	.....	.....	450,000	—	—	—	....		41,988	55,029	142,580	92,102	—	100	....
Dec. 31, 1871	60.0	—	3.0	50.0	5	13	3	92	Port Huron and Lake Michigan Mich.	1,664,882	*	.....	.....	83,330	551,000	218,333		27.5	.....	(Not in ru	nning ord	er.)		—	100	....
Dec. 31, 1871	27.5	—	2.7	—	2	1	1	22	Portland and Ogdensburg. Me. & N. H.	1,359,836	*	25,000	49,819	1,007,847	800,000	.....	.....	52.5	106,614	2,880	6,375	14,221	.....	—	100	....
Aug. 31, 1871	52.5	—	2.6	—	5	10	4	89	Portland and Oxford Central Maine.	1,200,000	*	585,069	79,576	250,000	218,500	.....	.....	51.3	331,257	105,285	31,200	85,570	30,616	—	100	....
May 31, 1871	51.3	—	6.7	—	19	—	7	167	Portland and Rochester. Me. & N. H.	370,000	*	4,300,000	.....	631,712	934,000	70,458				389,322	.....	628,430	180,561	10	100	132
May 31, 1872	50.0	—	....	60.0	2	—	—	....	Portland, Saco and Portsmouth. Maine.	1,011,071	*	.....	.....	1,500,000	—	—	—	26.0	.....	(Not in op	eration at	date.)		—	100	....
Mar. 31, 1871	26.0	—	0.2	—	3	3	2	56	Port Royal South Carolina.	642,009	*	120,523	.....	3,000,000	2,500,000	.....	.....	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1871	20.8	—	1.5	25.4	3	5	—	25	Portsmouth, Gt. Falls and Conway. N. H.	1,011,071	*	2,236	4,981	170,000	200,000	.....	.....	13.6	40,208	53,052	6,110	97,204	33,511	—	100	97
Nov. 30, 1871	13.6	—	3.1	—	4	6	3	11	Poughkeepsie and Eastern. New York.	63,611	*	.....	.....	524,464	380,300	226,830			43,413	257,332	13,020	34,021	5,673	—	100	....
									Providence, Warren and Bristol. R. I. & M.					437,917	50,000	63,611						85,905	29,509	—	100	....
Sept. 30, 1871	43.4	—	83.1	—	23	24	6	616	Providence and Worcester. R. I. & Mass.	1,674,042																

Sept. 30, 1871	43.4	—	33.1	—	23	24	6	616	Providence and Worcester..R. I. & Mass.	1,674,043	557,747	138,703	121,493	2,000,000	300,000	110,094	81,892	45.3	454,672	¶1,398,891	452,266	829,219	205,813	10	100	143
May 31, 1871	97.0	—	4.8	—	12	11	4	94	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	167,600	122,092	1,500,000	50,000	54,977	184,715	97.0	164,049	28,994	69,167	348,423	144,146	6	100	....
Mar. 31, 1871	44.0	—	2.0	50.0	2	2	2	40	Raleigh and Augusta Air-Line....N. Car.	1,137,500	*	.....	.....	837,600	.....	299,900	—	44.0	69,127	.....	.....	48,000	8,000	—	100	....
Nov. 30, 1871	40.0	8.9	2.2	10.7	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,040,156	220,583	61,576	.....	507,268	1,000,000	1,033,742	—	48.0	211,872	122,523	294,497	237,347	63,806	—	50	....
Sept. 30, 1871	71.0	110.0	37.0	—	36	66	17	840	Rensselaer and Saratoga.....N. Y. & Vt.	6,990,985	*	934,015	.....	6,000,000	1,925,000	.....	—	181.0	724,626	628,731	457,484	1,576,494	441,122	7	100	106
Sept. 30, 1871	140.0	50.1	13.2	—	27	20	9	274	Richmond and Danville ¶.....Virginia.	6,931,937	*	1,848,821	192,058	4,000,000	2,596,190	441,009	6,935,817	190.5	481,768	118,215	161,122	758,072	344,235	—	100	....
Sept. 30, 1871	75.5	11.4	4.9	—	12	6	4	92	Richmond, Frederick and Potomac ¶..Va.	2,248,989	*	454,301	160,946	1,509,829	735,554	114,075	504,778	75.5	181,709	.....	.....	326,180	123,220	—	100	....
Sept. 30, 1871	22.5	2.7	3.9	—	7	2	3	140	Richmond and Petersburg ¶.....Virginia.	1,225,504	*	76,085	21,089	847,100	319,000	42,248	—	46.7	86,192	78,996	76,269	148,139	9,041	—	100	....
Sept. 30, 1871	18.5	—	1.7	—	—	—	—	—	Rochester and Genesee Valley..N. York.	671,303	—	.....	.....	557,560	—	5,000	—	—	(Leased	to Erie at	48 p. c.)			—	100	....
Sept. 30, 1871	255.0	25.4	26.8	—	37	15	7	938	Rockford, Rock Island and St. Louis..Ill.	1,500,000	*	lands &c.	.....	9,000,000	9,000,000	.....	—	319.5	.....	.....	.....	919,235	196,483	—	100	....
Jun. 30, 1872	20.0	—	1.2	—	3	1	1	24	Rome.....Georgia.	235,235	*	.....	.....	250,844	—	.....	—	20.0	.....	(No retur	ns furnish	ed.)		—	100	....
Sept. 30, 1871	141.1	48.5	24.3	—	39	30	15	698	Rome, Watertown and Ogdensburg.N. Y.	4,514,770	*	758,611	113,073	2,998,900	100,000	8,961	.....	218.2	605,163	497,714	309,906	1,239,515	394,311	8	100	80
Sept. 30, 1871	60.0	—	4.0	38.0	7	9	3	110	Rondout and Oswego.....New York.	1,874,518	*	.....	.....	1,262,922	269,000	555,522	—	....	65,501	113,763	24,582	120,155	50,085	—	100	....
Dec. 31, 1871	120.0	—	26.0	—	35	22	13	1,011	Rutland .....Vermont.	8,822,745	659,417	126,576	1,817	6,646,500	1,000,000	2,964,055	—	239.0	(Leased	to Vermo	nt Central	.)		—	100	10
Apr. 30, 1872	192.0	—	....	89.0	....	....	....	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	.....	.....	.....	—	112.0		(No retur	ns furnish	ed.)		—	100	....
Dec. 31, 1871	54.0	5.0	6.1	—	8	12	6	91	St. Lawrence and Ottawa.....Canada.	1,050,000	*	.....	.....	800,000	250,000	.....	—	59.0	211,592	62,958	36,962	142,770	46,896	—	100	....
Dec. 31, 1871	175.0	35.0	22.1	—	13	9	4	506	St. Louis, Alton and Terre Haute.Illinois.	11,340,000	*	—	250,483	4,340,000	7,000,000	250,483	—	266.0	.....	.....	.....	940,788	666,966	—	100	23½
Dec. 31, 1871	195.0	62.5	32.5	—	54	27	11	911	*St. Louis and Iron Mountain* ¶...Missouri.	15,235,220	*	843,945	.....	10,000,000	4,000,000	.....	.....	209.0	732,466	526,618	434,963	1,636,904	667,319	—	100	91
Dec. 31, 1871	149.7	—	7.5	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	—	.....	.....	2,623,850	2,725,000	.....	—	—	(Leased	to Chicag	o and Alto	n.)	240,000	—	100	....
Mar. 31, 1872	225.0	129.0	25.0	—	81	47	17	1,146	St. Louis, Kansas City and Northern.Mo	30,000,000	*	.....	.....	24,000,000	6,000,000	.....	—	571.0	(Sold	August 26	, 1871—No	returns.)		—	100	58
Dec. 31, 1872	308.0	50.0	30.0	62.0	46	27	11	1,101	St. Louis & S.Eastern.Ill.Ind.Ky.& Tenn.	16,000,000	1,637,350	2,256,000	155,259	16,000,000	8,820,000	338,427	—	...	(Com	pleted in	January 1	872.)		—	100	....
Dec. 31, 1871	158.0	—	5.2	—	25	14	8	163	St. Louis, Vandalia & Terre Haute....Ill.	7,730,231	*	.....	99,562	2,377,329	5,298,000	136,238	28,126	158.0	.....	.....	.....	1,079,939	323,982	—	100	....
Aug. 31, 1871	101.5	—	5.3	—	—	—	—	—	St. Paul and Chicago..... .....Minn.	(Merged	Jan. '72,	in M.& S	t. Paul.)	6,000,000	4,000,000	.....	—	77.5	.....	.....	.....	39,149	3,662	—	100	....
Dec. 31, 1871	207.0	76.0	16.1	374.5	21	14	4	264	*St. Paul and Pacific* (1st Div.).Minnesota.	14,982,501	*	8,594,240	230,419	1,968,600	16,206,500	318,423	5,313,636	....	.....	.....	.....	649,870	206,884	—	100	....
Dec. 31, 1871	122.0	—	6.1	—	11	6	4	182	St. Paul and Sioux City.....Minn.	4,465,310	*	171,375	15,219	4,000,000	—	511,338	140,566	122.0	304,860	74,559	104,279	424,410	188,528	—	100	....
Sept. 30, 1871	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	468,969	—	—	2,295	243,305	226,000	1,063	—	—	(Leased	to Boston	and Lowe	il.)	17,711	1½	100	....
Jun. 31, 1871	116.3	—	10.7	—	21	15	8	211	Sandusky, Mansfield and Newark ..Ohio.	3,219,465	*	.....	.....	916,623	2,307,742	1,100	—	116.3	622,303	141,368	178,267	510,124	69,396	—	100	....
Dec. 31, 1871	104.0	—	4.9	—	10	12	6	87	Savannah & Charleston.....S. Car. & Ga.	2,288,966	*	8,989	102,491	1,000,000	1,112,400	286,146	1,900	104.0	.....	55,592	.....	147,345	57,355	—	100	....
Sept. 30, 1871	15.0	—	2.0	—	3	2	1	68	Schenectady and Susquehanna..N. York.	380,868	*	50,132	—	150,000	281,000	.....	—	15.0	.....	28,882	120,501	92,878	23,193	—	100	....
Dec. 31, 1871	54.0	—	9.2	—	....	....	....	....	Schuylkill and Susquehanna .....Penn.	1,283,490	*	.....	.....	1,269,150	97,000	46,089	—	54.0	(14 mos.	49,385	827,079	269,534	66,697	—	50	....
Feb. 29, 1872	80.0	—	6.0	—	13	8	4	151	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	.....	80.0	.....	30,319	111,006	470,323	159,509	—	100	....
Dec. 31, 1871	237.0	—	11.9	—	39	*	*	438	*Selma, Rome and Dalton*..Ala. & Georgia.	12,980,000	*	.....	.....	3,750,000	9,230,000	.....	.....	237.0	.....	.....	.....	800,000	.....	—	100	....
Dec. 31, 1871	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,400	—	.....	.....	869,450	700,000	.....	.....	28.0	206,545	41,009	750,445	334,067	132,071	6	50	....
Dec. 31, 1871	80.5	—	5.5	—	6	6	4	120	Sheboygan and Fond du Lac..Wisconsin.	2,000,000	*	.....	.....	1,389,000	1,423,000	.....	—	45.5	60,500	32,313	34,321	79,481	23,624	—	100	....
Dec. 31, 1871	107.0	—	5.3	—	10	6	5	124	*Sioux City and Pacific*.....Neb. & Iowa.	3,696,600	*	.....	.....	2,667,600	1,629,000	.....	—	157.0	.....	(No repor	t furnishe	d.)		—	100	....
Dec. 31, 1871	137.0	106.0	12.1	—	43	21	25	486	South Carolina ¶ .....South Carolina.	9,499,854	*	1,575,529	230,881	5,819,275	4,340,230	1,146,759	—	243.0	808,409	197,362	228,064	1,344,650	464,791	1	100	....
Sept. 30, 1871	11.5	—	2.1	—	3	12	3	14	South Shore .....Massachusetts.	501,595	*	3,650	19,850	259,685	150,000	8,681	106,727	11.5	54,813	393,373	25,816	82,573	16,367	—	100	....
Sept. 30, 1871	57.0	—	1.3	—	18	35	7	89	South Side (L. I.) .....New York.	3,055,371	*	.....	.....	1,000,000	2,250,000	170,326	—	66.0	338,420	611,784	67,077	408,615	142,937	—	100	50
Sept. 30, 1871	116.5	—	3.6	—	8	7	3	88	Southern Central.....New York.	3,236,830	*	27,430	.....	1,714,732	1,640,000	10,529	—	89.0	108,548	128,706	63,681	183,197	73,838	—	100	....
Aug. 31, 1871	170.5	—	9.5	100.0	17	8	3	266	Southern Minnesota .....Minnesota.	5,670,000	500,000	65,000	—	3,825,000	4,592,000	1,000,000	—	135.0	371,130	44,325	105,333	468,895	3,593	—	100	....
Apr. 30, 1871	66.0	—	2.8	800.0	5	3	—	—	Southern Pacific.....Texas.	1,904,083	*	—	—	1,250,000	222,000	432,083	—	66.0	.....	49,466	.....	301,549	153,874	—	100	....
Dec. 31, 1871	226.0	—	11.3	—	20	12	6	285	Springfield & Ill. So. Eastern.....Illinois.	8,400,000	*	—	—	4,000,000	4,000,000	—	—	....	(Recent	ly opened	—No retu	rns.)		—	100	....
Sept. 30, 1871	13.0	—	0.3	—	3	8	6	*	Staten Island .....New York.	381,709	*	558,291	—	700,000	200,000	40,000	—	13.0	59,930	344,865	.....	287,027	76,111	5	100	....
Sept. 30, 1871	81.0	—	17.0	—	16	14	3	343	Syracuse, Binghamton and N. York.N.Y.	3,867,050	*	.....	.....	1,670,130	1,670,100	134,468	.....	81.0	334,431	246,860	399,660	620,768	150,008	—	100	....
Nov. 30, 1871	80.1	16.4	27.3	—	35	21	9	773	Terre Haute and Indianapolis....Indiana.	2,601,226	*	1,285,248	235,095	1,988,150	800,000	196,510	1,135,909	96.5	671,729	161,457	686,145	1,119,144	512,077	12	100	....
Dec. 31, 1871	26.0	8.0	7.4	—	12	5	8	221	Tioga .....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	.....	.....	34.0	216,232	100,042	845,385	455,949	39,500	—	50	....
Dec. 31, 1871	227.0	19.0	25.0	—	44	13	9	1,128	Toledo, Peoria and Warsaw.....Illinois.	12,150,000	*	.....	.....	5,700,000	6,450,000	.....	.....	246.0	1,010,340	187,708	505,842	1,148,244	412,348	—	100	32½
Dec. 31, 1871	451.6	154.2	60.5	—	182	62	30	3,400	Toledo, Wabash and Western.O. I. & Ill.	33,683,000	*	377,335	835,913	16,000,000	17,704,000	196,785	1,022,463	934.4	4,558,888	633,166	.....	5,736,666	1,959,838	—	100	73
Sept. 30, 1871	34.9	—	9.1	—	13	13	6	222	Troy and Boston.....New York.	2,312,098	*	.....	.....	1,599,000	1,899,000	62,269	.....	55.3	177,890	251,437	169,513	487,739	199,042	—	100	....
Dec. 30, 1871	100.0	—	15.0	250.0	6	6	3	120	*Union Pacific* (Central Branch) ..Kansas.	3,723,700	*	—	—	1,000,000	3,200,000	—	—	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1871	144.9	20.1	120.4	—	128	193	40	1,323	United Companies of New Jersey.N. Jer.	28,520,394	*	8,328,170	427,838	18,990,400	17,615,608	797,682	472,455	176.2	.....	.....	.....	7,563,679	2,618,978	10	50	119½
Sept. 30, 1871	74.7	—	5.9	11.6	8	7	4	67	Utica and Black River.....New York.	2,112,965	*	.....	.....	1,736,020	351,500	.....	—	74.7	96,738	131,547	39,864	247,444	98,890	6	100	....
Sept. 30, 1871	46.3	43.0	11.0	—	12	12	7	662	Utica, Chenango and Susq. Valley..N. Y.	2,818,681	*	.....	.....	2,558,600	.....	.....	—	89.3	158,800	244,485	170,816	300,776	65,161	—	100	....
Dec. 31, 1871	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada .....Vermont.	2,500,000	*	—	—	2,500,000	—	—	—	—	(Leased	to Vermo	nt Central	.)		8	100	56
May 31, 1871	118.0	—	108.0	—	170	125	51	5,189	Vermont Central.....Vermont.	11,500,000	*	.....	.....	5,000,000	8,000,000	.....	.....	245.0	.....	.....	.....	2,204,942	224,071	—	100	....
Sept. 30, 1871	69.3	10.8	9.2	—	15	21	7	274	Vermont and Massachusetts..Mass. & Vt.	3,386,244	272,534	234,674	26,443	2,860,000	750,000	213,767	96,128	88.1	247,069	244,819	150,376	562,238	162,372	2	100	86
Feb. 28, 1871	140.0	—	7.8	—	20	8	6	160	Vicksburg and Meridian.....Miss.	3,036,644	*	.....	.....	357,408	3,225,000	.....	—	140.0	252,988	88,413	57,559	539,966	135,487	—	100	....
Dec. 31, 1871	47.5	—	2.0	—	3	*	*	50	Vineland.....New Jersey.	1,826,192	*	.....	.....	998,005	750,000	78,187	—	47.5	(Recent	ly opened	—No retu	rns.)		—	100	....
Dec. 31, 1871	18.3	—	10.0	—	—	—	—	—	Warren.....New Jersey.	3,061,400	—	.....	.....	1,800,000	1,261,409	—	—	—	(Leased	to Del., L	acka. and	Western.)		7	100	....
Sept. 30, 1871	10.2	—	0.4	—	—	—	—	—	Warwick Valley .....New York.	199,162	—	.....	.....	225,000	85,000	.....	—	10.2	19,820	36,407	23,220	52,930	21,056	6	100	....
Sept. 30, 1871	44.0	—	4.0	—	4	6	3	66	Washington and Ohio .....Virginia.	1,664,500	95,500	126,092	14,904	1,467,670	100,000	252,707	—	44.0	91,096	41,120	22,560	95,063	20,195	—	100	....
Oct. 31, 1871	26.5	—	5.0	—	10	15	4	61	West Chester and Philadelphia.....Penn.	1,320,024	170,413	.....	.....	681,650	1,197,300	.....	—	35.5	186,000	737,473	85,273	326,128	141,815	—	50	....
Aug. 31, 1871	132.0	28.0	15.5	—	23	14	9	218	Western.....Alabama.	4,757,921	416,050	277,193	103,099	2,008,324	3,160,000	814,344	—	160.0	27,571	113,980	.....	668,175	225,152	—	100	....
Dec. 31, 1871	133.0	—	13.8	—	54	20	12	929	Western and Atlantic.....Georgia.	(Leased	by State	of Georgi	a.)	.....	306,088	.....	—	138.0	266,389	.....	354,828	1,397,743	281,022	—	100	....
Sept. 30, 1871	54.5	—	2.2	—	7	6	6	142	Western Maryland ¶.....Maryland.	3,355,000	*	.....	.....	680,000	2,675,000	.....	—	54.5	167,402	131,671	62,219	170,721	48,282	—	100	....
Dec. 31, 1871	57.1	27.6	13.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,730,263	—	.....	.....	1,022,450	1,800,000	907,813	—	—	(Leased	to Pennsy	lvania.)			—	100	....
Dec. 31, 1871	180.0	16.5	13.6	—	28	13	12	520	Western Union.....Wisc. & Illinois.	7,522,284	*	190,611	72,320	4,000,000	3,275,000	298,021	214,194	196.5	528,383	190,069	234,867	842,169	203,796	—	100	....
Dec. 31, 1871	59.7	—	14.5	—	18	63	8	171	West Jersey.....New Jersey.	2,241,892	*	1,270,669	223,646	1,208,900	2,398,000	46,105	83,202	128.9	300,658	567,661	112,346	625,810	229,680	4	100	108
Aug. 31, 1871	168.0	—	3.2	104.0	15	6	3	154	Wilmington, Charlotte & Rutherford.N.C.	3,500,000	*	.....	.....	918,462	2,500,000	40,000	.....	168.0	143,269	13,340	42,937	235,616	82,679	—	100	....
Sept. 30, 1871	162.0	45.0	5.7	—	18	14	6	236	Wilm. Colum. and Augusta.N. C. & S. C.	4,100,000	*	.....	.....	300,000	3,800,000	.....	.....	162.0	.....	.....	[20 mos.	735,818	216,935	—	100	....
Oct. 31, 1871	63.0	—	8.1	—	11	6	5	65	Wilmington and Reading...Pennsylvania.	2,439,837	240,628	32,892	.....	757,729	1,973,600	118,704	—	63.6	199,868	126,940	173,243	167,792	10,673	—	50	....
Sept. 30, 1871	162.0	19.0	9.5	—	21	25	8	294	Wilmington and Weldon ¶...N. Carolina.	3,093,889	*	19,021	125,598	1,456,200	1,580,100	51,230	159,968	181.0	502,792	109,174	89,055	570,830	202,685	—	100	....
Aug. 31, 1871	140.0	3.5	12.7	120.0	14	10	4	297	Winona and St. Peter.....Minnesota.	5,112,908	*	.....	.....	400,000	4,315,000	71,633	—	143.5	297,360	70,848	126,639	464,798	110,935	—	100	....
Sept. 30, 1871	45.7	—	24.7	—	13	11	5	308	Worcester and Nashua ...N. Hampshire.	1,782,748	258,423	119,192	33,575	1,425,400	200,000	—	137,517	45.7	314,457	356,264	328,372	569,764	181,067	10	100	134½
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	.....	414,202	275,342	4	50	....
Dec. 31, 1871	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	.....	.....	8,229,594	.....	.....	—	184.5	—	—	.....	.....	.....	—	25	....
Dec. 31, 1871	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	39,087	60.0	(Leased	to Lehigh	Coal and	Nav. Co	mpany.)	8	50	93
Dec. 31, 1871	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,164,420	—	17,835,580	.....	15,000,000	10,000,000	.....	.....	108.0	—	—	1,428,755	113,361	loss.	10	100	117
Dec. 31, 1871	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,888,749	—	.....	.....	5,847,400	—	.....	.....	65.5	—	—	.....	1,045,957	753,351	10	100	....
Dec. 31, 1871	48.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	4,455,000	—	19,323,506	.....	8,739,850	15,038,656	.....	.....	108.0	—	—	982,188	578,462	31,978	—	50	75
Dec. 31, 1871	85.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	1,132,452	—	.....	.....	1,003,800	110,000	8,179	.....	85.0	—	—	.....	175,120	89,337	9	50	....
Feb. 28, 1872	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,621,965	197,815	82,206	103.0	—	—	.....	609,552	142,888	—	50	100
Dec. 31, 1871	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	7,731,750	—	.....	.....	4,457,150	2,805,000	460,000	—	360.0	—	—	1,029,287	649,598	58,886	—	50	34
Dec. 31, 1871	108.3	—	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	13,207,752	—	.....	.....	4,453,048	8,617,099	86,694	.....	108.3	(Leased	to Phila.&	Reading.)	651,420	637,511	60c	50	14
Dec. 31, 1871	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,857,105	—	.....	.....	2,002,710	2,636,310	270,505	—	84.0	—	—	501,674	144,099	87,303	—	50	....
Dec. 31, 1871	77.6	7.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	.....	.....	2,907,850	3,000,000	.....	.....	84.0	—	—	127,287	58,500	21,824	—	50	....
Dec. 31, 1871	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,948,728	—	.....	.....	1,100,000	748,000	100,728	—	123.0	(Leased	to Pennsylvania.)				—	50	....

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness..............per ton — — @ 65 —
  Gartsherrie..............— — @ 60 —
  Glengarnock..............56 — @ 58 —
  Eglinton..............— — @ 55 —
Pig, American, No. 1..............— — @ 50 —
Pig, American, No. 2..............47 — @ 48 —
Pig, American, Forge..............40 — @ 43 —
Bar, Refined, English and American..............110— @ — —
Bar, Swedes, assorted sizes..............(gold).120— @130 —
—STORE PRICES.—
Bar, Swedes, 1½ x ⅜ & ½ 1½ x ⅜ to ⅝ & ⅞ sq. 1¼ to 5x⅝ to ⅜ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½..............150 — @160 —
Bar, Refined, ⅜ to 2 in. rd. & sq.–1 to 6 in. x ⅜ to 1 in..............107 50 @ — —
Bar, Refined, 1½ to 6 by ¼ & 5-16 in..............112 50 @ — —
Bar, Refined, 1 & 1½ by ¼ & 5-16..............115 — @ — —
Large Rounds, 2¼ to 2⅝ to 3¾ to 4 in..............115 — @127 50
Scroll..............130 — @160 —
Ovals and Half-round..............132 50 @152 50
Band, 1 to 6 in. by 3-16 to No. 12.............. — — @125 —
Horse Shoe.............. — — @127 50
Rods, ⅜@3-16 inch..............112 50 @155 —
Hoop, ⅜ by No. 22 to 1 & 1½ by 13 & 14..............155 — @180 —
Nail Rod..............per lb. — — @ — 9¼
Sheet, Russia, as to assortment.....(gold) 16 —@ — 16½
Sheet, Single D. and T. Common.............. — 6¼@ — 7¼
Sheet, Doubles and Trebles, Charcoal..... — 7¼@ — 8¼
Sheet, Galvanized..............List. 15 per ct. disc.
Rails, English........(gold).......per ton. 70 — @ 72 —
Rails, American, at Works in Penna..c'y. 80 — @ 83 —
Anvils, (Eagle)..........per lb currency. — 9 @ — —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb. — 18 @ — 22
English Spring (2d and 1st quality)....... — 9½@ — 10½
English Blister (2d and 1st quality)....... — 11½@ — 16
English Machinery.............. — 11½@ — 14
English German (2d and 1st quality)....... — 11½@ — 12
American Blister.............. — — @ — 11½
American, Cast, Tool.............. — — @ — 17
American, Spring.............. — — @ — 11
American Machinery.............. — — @ — 11½
American German.............. — 9 @ — —

NAILS—DUTY: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

10d. to 6d. Common..............per keg. — — @ 5 25
8d. and 9d. " .... — — @ 5 50
6d. and 7d. " .... — — @ 5 75
4d. and 5d. " .... — — @ 6 —
3d. " .... — — @ 6 75
Cut, 2d and 3d. Fine.............. — — @ 7 50
4d. and 4½d. Sugar Box.............. — — @ 6 —
Cut Spikes, all sizes.............. — — @ 5 50
Horse Shoe, Forged (No. 10 to 5)...per lb. — 21 @ — 33
Copper.............. — — @ — 45
Yellow Metal Sheathing and Slating..... — 27 @ — 30

TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca..............(gold).per lb. — — @ — 38
Straits..............(gold). — 23½@ — 33½
English..............(gold). — — @ — 33
Plates—Fair to good brands. —Gold.— —Currency.—
  I. C. Charcoal....per box.12 - @12 50 14 25 @ 14 75
  I. C. Coke..............10 50 @11 — 12 50 @ 12 —
  Coke Terne.............. 8 — @10 — 10 75 @ 11 87½
  Charcoal Terne..............10 75 @11 25 12 75 @ 13 25

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk).............. — 9¼@ — 9¼
Crude, 40 @ 47 gravity (in shipping order) — 13¼@ — 23½
Refined, Standard White (in ship'g order). — 20 @ — —
Refined, S. W. (in jobbing lots).............. — 20 @ — 20½
Refined, S. W. (in tin).............. — 26 @ — 27
Naptha, Refined, (65 @ 73 gravity)....... — 12 @ — 13
Residuum..............per gall. — 6½@ — 7

COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.— — @— 43
Copper, Bolts..............— — @— 45
Copper, Braziers' (over 16 oz.)..............— — @— 45
Copper, Nails..............— — @— 45
Copper, Old Sheathing, &c., mixed lots......— 28 @— 30
Copper, English Pig..............— 30½@— 30½
Copper, American Ingot..............— — @— 34½

LEAD—DUTY: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.—all less 10 p. ct.

Spanish..............(gold) per 100 lb. 6 62½@ 6 75
German..............(gold)— — @ 6 75
English..............(gold) 6 75 @ 7 12½
Bar..............— — @10 50
Sheet..............— — @10 50
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr.lb.

COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas..............per ton of 2240 lb. nominal.
Liverpool Gas Cannel..............15 — @18 —
Liverpool House Cannel..............— — @20 —
Anthracite (by cargo) ... per ton of 2,000 lb. 5 — @ 6 —

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston, Hart. & Erie	4¼	4¼	4⅜	4⅜	3¼	3
Canton Co.	....	....	....	....	....	....
Central Pacific 6s	....	103½	....	....	103⅞	103¼
Central of N. Jersey	....	103¼	103¼	103⅞	104	103¼
Chicago & Alton	112⅝	112⅝	112⅝	112⅝	....	112⅝
.. pref.	....	....	....	....	....	....
.. 1 M	....	102	....	....	....	103
.. S. F.	....	....	....	....	....	....
.. Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	112	112	....	....	111½	....
.. 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	....	86	....	81	....	....
.. pref.	88½	88¼	88½	....	88¼	....
.. 1st M.	....	99¼	....	99½	..	99¼
.. S. F.	....	....	....	....	....	....
.. Consol.	91	....	....	....	91	...
Chic., Rock Isl. & Pac.	114¼	114⅜	115	115⅜	115¼	115
Chi., R. I. & Pa. 7s, 1896	102½	....	....	102½	103	103¼
Clev., Col., C. and Ind.	88	88	....	88	87¾	87¾
Clev. & Pittsburg guar.	88	88⅝	88⅜	....	....	88⅜
.. 2 M.	....	....	....	....	....	....
.. 3 M.	....	....	....	....	....	....
.. 4 M.	....	85	....	....	....	86
Clev. and Toledo	....	....	....	....	....	....
.. S. F. 7s	....	....	101	....	....	....
Col., Chi., & Ind. C.	39	38½	39	39⅜	40	40
.. 1 M.	....	91¼	....	91½	....	91¼
.. 2 M.	73¾	73⅞	....	74	72⅞	74
Del. & Hudson Canal	119	117¾	118	117¾	118	117
Del. Lack. & Western	101	....	....	....	101	101¼
.. 1 M. 7s	....	....	....	....	....	....
.. 2 M 7s	....	....	....	96	....	....
Erie Railway	63⅝	63⅜	65⅛	65⅜	64⅛	65⅜
.. pref.	74	....	....	74½	75	....
.. 1 M. 7s, 1897	....	....	....	103¼	....	....
.. 2 M. 7s, 1879	....	....	....	100⅛	....	....
.. 3 M. 7s, 1883	....	....	99½	....	....	....
.. 4 M. 7s, 1880	....	....	101	101½	....	....
.. 5 M. 7s, 1888	....	....	....	....	....	100½
.. 7s, con. gold	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	89
Hannibal & St. Joseph.	43⅝	43½	....	44	44	44
.. pref.	....	....	60	61	....	....
.. 8s, conv.	....	88	....	....	....	....
Hudson River	....	....	....	....	....	....
.. 2 M. S. F.	....	104½	....	104	....	....
.. 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	118¼	118¼	....	117¼	....
.. 7s	....	....	....	....	....	....
Lake Shore & Mich. S'th.	93⅝	92½	93¾	93⅞	93⅜	93¾
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
.. 2d pref.	....	....	....	....	....	....
Michigan Central	105	....	105¼	105	....	....
.. S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	105	....	....	....	104¾
.. 2 M.	....	100	....	....	....	....
Mariposa Mining Co.	....	....	....	....	....	....
.. pref.	....	....	....	....	1¼	....
Milw. and St. Paul	56½	56½	56½	57¼	57¼	57⅝
.. pref.	75⅝	75	75½	75⅞	....	75¾
.. 1st mort.	....	....	....	....	....	....
.. 2d mort.	....	....	....	....	....	....
.. 8s	107	....	....	....	106½	....
.. 7 3-10s con.	....	....	....	....	....	....
.. 7s, gold	....	....	....	....	....	....
Missouri 6s	95½	95⅜	95¼	95⅜	94	93¼
.. H. & St. J. iss.	91	....	....	....	91¼	91¼
Morris and Essex	91	90⅞	....	91	....	91
.. 1st mort.	105	....	....	105½	....	105¼
.. 2d mort.	....	97	97¼	97½	....	....
N. Y. Cen. & Hud. Riv.	100½	100½	101¼	102	102⅜	102¼
.. 7s, S.F. 1876	....	100¼	100	....	....	....
.. 6s, S.F. 1883	95	94¾	....	....	94¾	....
.. 6s, S.F. 1887	....	92	....	....	....	....
N. York and Harlem	137	135	133	135	137	136
.. pref.	....	....	....	....	....	....
.. 1 M. 7s, 1873	....	....	....	....	....	....
N. York, N. Hav. & Hart.	139⅞	....	....	....	139⅞	139¼
N. Carolina 6s, old	....	....	....	32	31¾	....
.. new	....	18	....	....	....	....
Ohio and Miss.	45	45½	45⅜	46	45⅞	45⅜
.. pref.	73¼	73½	....	....	....	....
.. 2d M.	88¼	....	....	88¾	89	89
Pacific Mail S. S. Co.	55⅜	54⅜	55¼	56⅜	59¼	57¼
Panama	115	111¼	112½	116	116	113½
Pitts., Ft. W. & Chi. gtd.	....	95	....	....	95½	....
.. 1 M.	....	....	....	....	....	....
.. 2 M.	100	100	....	....	....	....
.. 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	....	43	....	....	....	....
St. L., Alton & T. H.	....	....	....	....	....	....
.. pref.	....	....	....	....	....	....
.. 1 M.	....	....	....	....	....	....
.. 2 M. pref.	89½	....	88½	....	....	....
.. Income bds.	81½	....	....	....	....	....
Tennessee 6s, old	86	85¼	85	83½	81	80
.. new	85¼	....	82	83	81	79⅜
Tol., Wab. & Western.	72⅜	72¼	73	73½	73	....
.. pref.	....	....	....	....	....	....
.. 1 M.	....	....	95	....	....	95½
.. 2 M.	94	....	....	....	94	....
.. Equipment	....	....	....	....	....	....
.. St. Lou. Div.	89½	....	....	90	....	....
Union Pacific	34¾	34⅜	34⅜	35½	35⅜	35½
.. 1st mort.	86	85⅞	....	86⅜	86⅜	87
.. L. Gt. 7s.	78	....	79	79	78¾	79
.. Inc. 10s.	72½	73⅛	75	75⅜	77	76½
Virginia 6s, old	....	....	....	....	....	....
.. new	....	....	....	....	....	....
.. consol.	56	56⅜	....	56½	56	....
.. def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

FEDERAL STOCKS:—	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
U. S. 5s, 1874, reg		....	....	....	....	....
U. S. 5s, 1874, coup		....	....	....	....	....
U. S. 5s, 10-40s, reg		....	110¼	....	111⅛	....
U. S. 5s, 10-40s, coup		....	111	111¼	....	112
U. S. 5s, 1881, reg		....	....	....	....	....
U. S. 5s, 1881, coup		113¼	....	....	....	....
U. S. 6s, 1881, reg		117	....	117¼	117½	118
U. S. 6s, 1881, coup		119	119	119¼	....	120
U. S. 6s, 5-20s, reg. '62		....	....	....	....	....
U. S. 6s, 5-20s, c. 1862		116	....	....	....	....
U. S. 6s, 5-20s, reg. '64		....	....	....	....	117
U. S. 6s, 5-20s, c. 1864		116	....	....	....	....
U. S. 6s, 5-20s, reg. '65		....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	116⅝	117	117¼	....	117¼	....
U. S. 6s, 5-20s, r. n. '65		....	....	....	....	....
U. S. 6s, 5-20s, c. n '65		114⅞	115	115¼	116	116
U. S. 6s, 5-20s, reg. '67		114⅞	115¼	....	....	116¼
U. S. 6s, 5-20s, c. 1867	117	117	117	117¼	117¾	118
U. S. 6s, 5-20s, reg. '68		....	....	....	....	....
U. S. 6s, 5-20s, c. '68		116⅜	116⅜	116¼	117¾	117¼
U. S. 6s, Pac. RR. issue		113⅛	....	114¼	....	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Catawissa preferred		....	....	....	....	44¼
Camden and Amboy		....	....	....	....	....
.. 6s, 1875		....	....	....	....	....
.. 6s, 1883		....	....	90	90	....
.. 6s, 1889		....	....	....	....	....
.. mort. 6s, '89		96½	96¼	96¼	96¼	....
Elmira & Williamsport		....	....	....	....	....
.. pref.		....	....	....	....	....
.. 7s		....	....	....	....	....
Lehigh Navigation	39¼	39	38½	38	38¼	37½
.. 6s, 1884		....	....	....	....	....
.. Gold L.	91½	....	91	91	....	90¼
.. R. R. L.		....	....	....	93⅞	....
.. Conv. L.		....	....	....	....	....
Lehigh Valley R. R.	61½	60	60	59⅞	60	59½
.. 6s new coup		....	....	....	....	....
.. 6s new reg.	98	....	....	....	....	....
Little Schuylkill R.R.		....	....	46⅞	....	46¼
.. 7s		....	....	....	....	....
Minehill		52⅜	....	52¼	....	....
Morris Canal	50	....	....	....	....	....
.. pref.		....	....	....	121½	....
North Pennsylvania		....	....	....	46	....
.. 6s, 1880		95	95	....	....	....
.. 7s		....	....	....	....	....
.. 10s, 1887		....	....	....	....	....
Northern Central		....	....	....	....	....
Oil Creek & Alleg. Riv.		....	....	32½	....	30½
.. 7s		....	....	....	....	....
Pennsylvania R. R.	59¼	58⅞	58⅞	58⅞	58¼	57⅞
.. 1st M.		99⅞	....	....	....	....
.. 2d M.	99¼	....	....	....	....	....
.. Gen. mort.		....	....	....	....	....
.. .. reg.		92⅞	....	....	....	....
Penn State. 6s. 1st series		....	....	....	....	....
.. 6s, 2d series		....	108	....	107½	....
.. 6s, 3d series		....	....	108¼	....	108⅞
Philadelphia City, 6s	96⅞	....	97	....	97	....
.. new	101½	101¼	101¼	101¼	101¼	101½
Philad., Germ. & Nor.		87½	....	....	....	....
Phila. & Reading	58	57⅛	57¾	57½	57⅜	56¾
Philadelphia and Erie		....	....	....	25¼	....
.. 6s		....	....	....	....	....
.. 7s	91	....	....	....	91	....
Phila., Wilm. & Balt.		....	....	....	....	....
Schuylkill Navigation		....	....	....	....	....
.. pref.		14	....	....	13⅞	....
.. 6s, 1882		....	....	....	....	....
.. 6s, 1876		....	....	....	....	....
.. 6s, 1872		....	....	79	....	....
United Co. of N. Jersey	122	....	119½x	....	119½	....
Hestonville, (Horse)		....	....	....	....	....
Chestnut & Wal. ..	......	....	....	....	....	....
Green & Coates ..	......	....	....	....	....	....
2d and 3d streets ..	......	....	....	....	....	....
Spruce and Pine ..	......	....	....	....	....	....
13th and 15th sts. ..	......	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 25.

	W.19.	Th.20.	F.21.	Sat.22.	M.24.	Tu.25
Baltimore City 6s, 1875		....	....	....	....	....
.. 1886	98¼	....	....	....	....	....
.. 1890	97⅞	97¼	97⅜	97½	97½	97⅞
.. 1884		....	....	....	....	....
.. 1900		....	....	....	....	....
Balt and Ohio		177½	....	....	....	....
.. bonds, 1875		....	....	....	....	....
.. .. 1880		....	....	....	....	....
.. .. 1885		....	....	97⅜	....	....
Marietta & Cin. 1st M.	99¼	99	99	....	....	....
.. 2d M.		91¼	91¼	....	....	91¼
.. 3d M. 8s		....	83¼	....	....	....
Northern Central	38½	38	38	....	38	....
.. bonds, 1885		....	....	....	....	....
.. .. 1900		....	....	....	89	....
Pittsb. & Connellsv. 7s		94	93¾	93¼	93½	93¼
N. W. Va. 1st mort.		....	....	....	....	....
.. 2d mort.		....	....	....	....	....
.. 3d mort.		....	....	....	....	....
Virginia 6s, Consol.	56⅞	....	56¼	56	56⅜	....
.. Defer. Certif.		....	14	....	....	....
City Passenger R R.		....	....	....	22	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 26.

	Th.20.	F.21.	Sat.22.	M.24.	Tu.25.	W.26
Boston and Albany	....	148¼	....	149	149	149
Boston and Lowell	....	....	....	....	....	136¼
Boston and Maine	....	....	....	119	119¼	120¾
Boston and Providence	....	....	....	....	....	....
Boston, Hartford & Erie	....	....	....	....	....	....
.. 7s, new	42	40	40	40¼	40½	41¼
Cheshire, pref	77	76¾	....	....	....	77½
Chi., Burl. & Quincy	111½	....	....	111¾	111¾	111¾
Concord	....	....	....	....	....	....
Connecticut River	....	....	....	....	....	....
Eastern	106¾	106¾	107	107	....	106¼
Fitchburg	....	....	....	130	....	....
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	105¼	105¼	105¾	105¾	105¾	105½
Northern, N. H	110½	....	....	111	110½	
Ogdens. & Lake Champ	....	....	....	....	56	56
.. pref	....	....	99	100	....	....
Old Colony	111½	111½	....	111	....	111¾
Ph., Wil. & Baltimore	56¾	....	....	....	56½	56¾
Portl'd, Saco & Ports	....	....	....	....	....	....
Union Pacific	35	....	....	....	34½	....
" 6s	....	....	....	....	....	86
" Land Grant 7s	....	....	....	....	76	....
" Income 10s	72	....	74¾	76	76¼	
Vermont & Canada	....	....	....	....	....	....
Vermont & Mass	....	....	....	....	85½	86
South Boston (Horse)	....	....	....	....	....	68½
Cambridge ..	....	....	....	....	....	104½
Metropolitan ..	58½	....	....	....	....	58½
Middlesex ..	....	....	....	....	....	....
Central Mining Co	....	....	....	....	....	....
Copper Falls ..	28	....	28	....	....	....
Franklin ..	7½	7¾	7¾	8	7¾	7½
National ..	6½	6½	6½	....	....	6½
Pewabic ..	11½	....	11½	11¾	11¾	11¾
Quincy ..	46¾	....	46	....	....	46

London Stock Exchange.

	Closing Prices. Mar. 7.	Mar. 14.
Atlantic & Gt. W. 1st mort., $1,000	80 — 81	80 — 81
Do. 2d mort., $1,000	72 — 74	73 — 75
Do. Con. mort. B'nds Bisch's Cert.	50 — 51	56¼— 57¼
Do. Reorg. Scrip	97 — 99	97 — 99
Do. Leas. Lines, Rental Bonds	93 — 94	92½— 93½
Detroit & Milwaukee 1st mort. Bonds	75 — 80	75 — 80
Do. 2d do.	75 — 80	75 — 80
Erie shares 100 dol. all paid	52¼— 52¾	52¾— 53¼
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	96 — 97	96 — 97
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	97½— 98½	96¼— 97¼
Do. Redemption mort. bonds 6 p.c.	100 —102	100 —102
Illinois & St. Louis Bridge 1st mort.	100 —102	100 —102
Marietta and Cincinnati Rail. Bonds	84 — 88	84 — 88
Michigan Central 8s 1882, conv.	90 — 95	90 — 95
Panama 2d mort	— — —	— — —
Panama General mort	95 — 97	95 — 97
Pennsylvania, 2d mort	100 —102	100 —102
Do. General mort	97 — 98	97 — 98
Do. $50 shares	48½— 49½	47½— 48½
Philadelphia and Erie 1st mort	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, March 29, 1873.

Stock Exchange and Money Market.

The Money market has been somewhat less stringent, especially toward the close, the offerings of funds, particularly on private account, having been rather more liberal, and rates on call inclining slightly in favor of borrowers, having been quoted on Wednesday of this week at from 7 per cent currency to the same figure in gold, with occasionally a fractional commission added to charge to the needier of the Stock Exchange operators. The banks have been gaining a little in their reserves, and have been enabled to make rather freer advances to responsible parties. The Government houses have been very promptly supplied, to the full extent of their requirements at the legal rate in currency. There has been a much readier sale noted for the better grades of commercial paper at from 7½@10 per cent per annum for the best names. The very latest call loan business indicated a more active Money movement, in view of the somewhat less favorable financial advices from London. The city banks, last week, lost nearly half a million of their legal tender reserve while adding over half a million to their specie average. Their deposits were further cut down nearly 1½ millions, and their loan and discount averages reduced about 2⅞ millions. The banks are once more above their obligatory reserve, the last statement showing that they had $217,225 more than the 25 per cent reserve which the national banks are required by law to keep on hand. The U. S. Sub-Treasury, last week, made an addition of ⅜ths of a million to its coin balance, while losing 2¼ millions of currency. Its currency reserves at the close of the week were $18,236,238; and its coin hoard, $38,720,222.

The city banks, in their latest return, show a falling off of $411,300 of legal tender notes, with an increase of $525,600 in their specie, and a reduction of $1,471,900 in their deposits, also a contraction of $2,829,800 in their loan and discount averages, and an addition of $3,200 to their item of circulation. The city bank exchanges, last week, averaged 109⅞ millions.

The clearances of the banks averaged through the week 109⅞ millions a day, and amounted in the aggregate, for the whole week, to $658,903,673 as against $781,569,065 the preceding week. The U. S. Sub-Treasury at this point reduced its currency balance $2,225,192 and enlarged its coin reserve $381,315 as the result of the week's business.

The specie reserve of the city banks according to the latest return is $17,472,300, against $19,436,600 same time last year. The city bank deposits are now $194,623,500 against $203,717,000, week ending March 22, 1872. The legal tender reserve amounts to $38,304,200, against $42,618,300 same time last year. The circulation now stands at $27,613,600 against $28,018,300 same time last year. The loans are now $275,198,800 against $277,761,500 at this date last year.

The coin reserve of the city banks is now about 17½ millions as against about 25¾ million on the 20th of last July; the legal tender reserve is under 38⅜ millions against about 55½ millions on the statement of June 15th; and the deposits are now about 194⅝ millions, against 47½ millions on the 20th of July.

The U. S. Sub-Treasury office last week received $4,578,950 of currency, and $4,489,852 of gold, the latter including $3,228,000 from customs; and disbursed $6,804,142 of currency and $4,108,537 of gold, the latter embracing $283,934 of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week 1¾ millions, and thus far in the current fiscal year beginning with July 1, 1872, $83,956,429. The customs at the port of New York, for the week, were $3,231,640, and at the outports, about $1,100,000 more, in coin or coin certificates.

The Gold speculation has been quite buoyant, since our last. The tendency of the price has been upward. The speculative demand has been more confident, and the customs drain heavier then usual of late. The export movement, however, has been moderate. The range of the price during the week has been from 115@116¼ and the closing quotation on Wednesday was 116⅛ against 115½ on Wednesday of the preceding week. The specie outflow last week, was $781,774. The Gold Exchange Bank clearances have averaged about 46⅛ millions per day during the week.

The cash balances in the Treasury Department on Wednesday were as follows: Currency, $2,316,996 04; special deposit of currency for the redemption of banking certificates of deposit, $29,880,000; coin, $67,549,014 03. Coin certificates are outstanding for $24,480,000.

The customs demand for Gold last week, averaged $531,452 a day. The arrivals of specie from Europe, Havana and foreign other ports during the week were $30,145, and thus far in 1873 have been $627,834 against $535,210 in 1872. The total customs revenue of the Government, in coin, at this port, since July 1, has been $100,596,285 against $116,024,794 during the same time in 1871-2.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since July 1, 1872, $60,744,087, against $62,109,020 during the same time in 1871-2.

The export drain of specie was $781,774 last week, against $675,626 same week preceding year. The shipments since July 1, 1872, have been $48,789,091 against $26,969,780 during the same portion of 1871.

Foreign Exchange has been quoted higher, and offered less freely, with a firm inqury noted for prime bills. Bankers' sixty day bills on London closed at 108⅛@108⅜; sight bills on London, at 108⅞@109⅛. The week's exports of Domestic Produce have been to the currency value of $5,260,047.

There has been a much more active demand noted for Government securities since our last, mainly from investment buyers, and, in good part for shipment to Europe, at decidedly firmer prices, on quite moderate offerings. The 1867 Five Twenties have been the favorites with purchasers.

Government bought in on Wednesday $500,000 Five Twenties, at from 114 29@113 60 net out of an aggregate offering of $1,427,200.

U. S. sixes of 1881 closed on Wednesday of this week at 119⅞@120⅛ U. S. Five-Twenties of 1862, 117@117¼; U. S. Five-Twenties of 1864 at 117@117¼; U. S. Five-Twenties of 1865, 117¾@118, U. S. Five-Twenties of 1865 consolidated, 116⅜@116½; U. S. Five-Twenties of 1867, 118@118¼; U. S. Five-Twenties of 1868, 117½@117¾; U. S. Ten-forties at 112@112¼; U. S. Fives of 1881 (Funding Loan) 114¾@115⅛; Six per cent. currency Sixes from 114¾@115.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	March 12.	March 19.	March 26.
Consols	92⅝	92⅞	92¾
U. S. 5-20s, 1865	93⅝	93½	94⅛
" 1867	93¾	93½	93⅞
" 10-40s	89	89	89¼
New Fives of 1881	90⅜	90½	91¼
Erie	52⅝	52¼	51¾

State bonds have been in more general demand and stronger in price.

The Metal trade has been on a restricted scale, since our last. Copper has been quiet but firm; sales, 100,000 lbs. Lake at 34½c.@35c., and 100 tons English on private terms; quoted at 30¼c. @30½c. per lb. Iron has been held with confidence, but has been without notable activity; sales 100 tons Scotch Pig, in lots, including Glengarnock at $57 and Eglinton at $55; and 500 tons English Rails on private terms. We quote; Glengarnock Pig at $57; Eglinton do, at $55;

Gartsherrie at $60; Coltness at $65; No. 1 American Pig at $50; No. 2 do. at $45@$48; Wrought Scrap at $57 50@$60; English rail at $70@$71, gold. Official statistics make the total exports of Iron Rails from Great Britain in February 41,318 tons, including 21,093 tons to the United States; and of Pig-iron, to the United States, 10,079 tons. Pig lead held firmly at 6¾c., gold, for ordinary foreign, but inactive. Other kinds dull, at former prices. Regulus Antimony quoted at 14¾c., gold. Silesian Spelter is quiet at 7⅞c.@8c. gold. Of Solder, 20 tons sold at 19½c.@20½c., closing at 21c., currency. Pig-tin quoted strong, with sales of 550 slabs Straits at 38½c.; English quoted at 38c., and Banca at 38½c.@38¾c., gold. Tin Plates in fair request, with sales reported of 1,000 boxes Charcoal at $12 50; 1,00 boxes Charcoal Terne, to arrive, at $11; and 1,500 boxes Coke Terne at $10, gold. Charcoal Plates quoted here at $12 25@$12 75; Charcoal Terne, $10 75@$11 50; Coke, $10 75@$11, and Coke Terne, $8 87½@10, gold, per box. Zinc inactive at former figures.

An improved inquiry prevails for the Railway Mortgages which have shown more firmness. Central Pacific Sixes have been in better demand closing firmly at from 103@103¾. Chesapeake and Ohio Sixes have been selling more freely at 87½ and interest. Western Pacific Sixes have been in fair request at 94¾@95. The Northern Pacific 7-30 Loan continue in good demand at par and interest.

Railway and Miscellaneous share property has been quite active and generally buoyant as to price, though there been frequent and rather wide fluctuations noted.

General business has been more active. Cotton, Breadstuffs and Provisions closed more firmly. The export call for Breadstuffs and Provisions has been more satisfactory. Middling upland cotton, closed on Wednesday at 19¼@20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,974,987 bales, against 2,896,055 bales same time in the preceding year; exports 1,813,029 bales against 1,494,586 bales in the previous year; stock at the ports at latest dates, 545,145 bales against 439,679 bales same date 1871.

Foreign goods have been more sought after, and prices have generally shown more firmness. Coffee advanced ¼@½ cts. per lb. The week's imports amounted to $10,997,728, including $8,010,312 of dry goods.

Ocean freights have been more active, since our last, especially in the line of charters, but rates have been quoted easier, influenced by the augmented supply of accommodation available, through the recent more numerous arrivals.

At the Live Stock Markets, Beeves have been in more request at from 9@14¼ cts. Veals in less demand at 7@11 cts.; Sheep at from 5@7¾ cts.; Swine at 5¾@6⅛ cts. per lb., all live weight. The week's receipts were 6,908 Beeves, 1,258 Veal Calves, 10,937 Sheep and Lambs, and 40,817 Swine.

At the Scranton Coal Sale, on Wednesday, 100,000 tons were placed at from $4 15@$5 17½, as against $3 85@$5 27½ in February.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Boston, Hartford and Erie 1st mort., 40½; Ohio and Miss. 7s, consol., 92¼; do. consol., S. F., 93¼; Delaware and Hudson Canal 7s, 1891, reg. 103¼; Mil. and St. Paul 1st mort., La C. div., 90; Central of New Jersey 1st mort. new, 104; Galena and Chicago 1st mort., 102; St. Louis and Iron Mt. 1st mort., 95; Gt. Western 1st mort. 1888, 94½; Clev., Paines. and Ash. 7s, old, 98; Toledo, Wabash and Western 7s, consol., 87½; Toledo, Peoria and Warsaw 1st mort., W. D., 88¼; do. E. D., 91½; Delaware, Lackawanna and Western 7s, conv., 98½; Central Pacific Aid bonds, 111; Quincy and Toledo 1st mort., 92½; Long Dock bonds, 95⅛; Burlington, Cedar Rapids and Minnesota 1st mort., 90; Joliet and Chicago 1st mort., 96; Nashville and Decatur 1st mort., 89; West Pacific bonds, 94⅞; Albany and Susq. 2d mort., 99½; Cedar Falls and Minnesota 1st, mort., 80; Clev., Col., Cin. and Ind. 1st mort., 103; Pacific R. R., of Mo., 52; do. 2d mort., 79; North Missouri 1st, mort., 91; Atlantic and Pacific pref., 30½; New Jersey Southern R. R., 26; do. 1st mort., 74½; St. Louis, Kansas City and Northern pref., 58; American Coal, 61; New Central Coal, 46; Cumberland Coal and Iron, 97; Consol. Coal of Md., 56¾; Spring Mt. Coal, 62; Maryland Coal, 26¼; Western Union Tel., 86⅝; Atlantic M. S. S. Co., 4; Am. Mer. Union Exp., 68¾; Wells-Fargo Exp., 81½; U. S. Exp., 74¼; Mariposa L. and M., 15; Quicksilver pref., 54; Brooklyn 6s, W. L. 93⅞; do. P. L., 93; N. Y. State 6s, B. L., reg., 106; do. gold loan, 1887, 118; South Carolina 6s, new, Jan. and July, 18; Ohio 6s, 1886, 106; Louisiana 6s, 40.

Philadelphia.—Pittsburg, Cincinnati and St. Louis 7s, 74¾; Wilmington and Reading 1st mort. 7s, 99½; Huntingdon and Broad Top Mt. 2d mort., 87½; Pennsylvania and New York 7s, 97; Philadelphia and Reading Gen'l mort. 7s, coupon, 102¼; do. 7s, new conv., 104¼; do. 7s, 1893, 105; Sunbury and Lewiston 7s, 50; Lehigh Nav. conv. gold loan, 90¼; Belvidere Delaware 1st mort., 95; Connecting R. R., bonds, 87; Lehigh Valley 7s, new, 103¾; Morris canal 2d mort., 93; Pennsylvania Canal, 17; do. 6s, 70; Chesapeake and Delaware Canal 6s, 89; Delaware Division Canal, 46½; Catawisa R. R., 21¼; do. new pref., 32½; 5th and 6th Streets R. R. 51; Philadelphia and Trenton R. R. 115; Camden and Atlantic pref., 39; Pittsburg 5s, 72¼. The latest quotations are: City 6s, 97@97; do. free of tax, 101⅛@101¼; Pennsylvania State 6s, 1st series, 100@102; do. 2d series, 107@108; do. 3d series, 108¾@109; Philadelphia and Reading 56¾@56⅞; do. Gen'l mort. 7s, coup., 102@102½; do. reg., 103½@104; do. mort. 6s, 1880, 93@—; do. 7s, new, conv., 104@105; United New Jersey R. R. and Canal Co., 119½@120; Camden and Amboy mort. 6s, 1889, 96¼@96½; do. 1883, 90@91; do. 1889, 88@90; Pennsylvania R.R., 57⅞@57⅞; do. 1st mort., 99@99⅞; do. 2d mort., 99½@99½; do. General mort. coupon, 91@92; do. reg., 92½@—; Little Schuylkill R. R., 46¾@47; Morris Canal, 48@50; do. pref., 121½@122; do. 6s, 93@97; Susquehanna Canal, 7@10; do. 6s, 73@75; Schuylkill Nav., 7@7⅛; do. pref., 13⅞@14¼; do. 6s, 1882, 74½@75; do. 1872, 78½@79; Elmira and Williamsport pref., 37@40; do. 7s, 1873, 93½@—; do. 5s, 59@61¼; Lehigh Coal and Navigation, 37¼@37½; do. 6s, 1884, 87½@88; do. R. R. Loan, 99⅜@98¾; do. Gold Loan, 89¾@90¼; North Pennsylvania, 45@46½; do. 6s, 94@96; do., 7s, 97@97½; do. Chattle 10s, 110@112; Philadelphia and Erie, 25@26; do. 6s, 91@91½; Minehill, 52@52¼; Catawissa, 20@21¾; do. pref. 44@44⅜; do. new pref., 32@33; do. 7s, 1900, 100@101½; Lehigh Valley, 59⅛@59¾; do. 6s, new coupon, 96⅛@98; do. reg., 97@98¼; do. 7s, 103@104; Fifth and Sixth streets, (horse,) 51@52; Second and Third, 59@59; Thirteenth and Fifteenth, 18@23; Spruce and Pine, 31½@32, Green and Coates, 49@50; Chestnut and Walnut, 57@60; Hestonville, 18½@19¼; Union, —@73; Germantown, 30@—.

Boston.—Connecticut and Passumpsic Rivers R. R., 89½; Taunton Branch, 120; Cincinnati, Sandusky and Cleveland R. R., 18½; Norwich and Worcester R. R., 128; Portsmouth, Gt. Falls and Conway R. R., 95; Eastern (N. H.) R. R., 101⅜; Massawippi Valley R. R., 87¼; Chicago, Iowa and Nebraska R. R., 105¾; Iowa Falls and Sioux City R. R., 57¼; Eastern R. R. 7s, 1882, 100½; Michigan Central scrip, 105¼; do. 8s, 1890, 106⅛; Vermont Central 1st mort., 35; do. 2d mort., 11; Vermont Central and Vermont and Canada, 8s, 1875, 76; Burlington and Missouri R. R. in Nebraska, 65; do. 8s, 1883, 95; Cedar Rapids and Missouri 7s, 1916, 88; Atchinson, Topeka and Santa Fe R. R., 23; do. 1st mort. 75; do. L. G., 75; Chicago, Burlington and Quincy Rights, 5 60; do. 7s, 94; Rutland R. R., 10; do. pref., 50; do. scrip No. 1, 89; do. No. 2, 87; do. No. 3, 83¾; Cary Imp., 14; Waverly Land, 4¾; Boston Water Power, 39; do. scrip, 70; Boston Land, 7⅞; New Hampshire 6s, 1884, 98¼; Maine 6s, 1889, 99¼; Massachusetts 5s, 1894, gold, 99¾; do. reg., 98¾; Boston 5s, 1883, gold, 98½; do. 6s, 1875, currency, 99; Chelsea 6s, 1892, 93¾; Portland 6s, 1877, 95; Cook Co., Ill., 7s, 1880, 97½; Eastern R. R. 7s, 1882, 101¾; Bath 6s, 1888, 90; Chicago 7s, 1895, 98½; Allouez Mining Co., 22; Calumet and Hecla, 156¼; Dawson Silver, 62½c.; Eagle River, 1½; International Silver, 1¼; Native, 25c.; Pontiac, 1¼; Rockland, 3; Ridge, 11; Shuniah Silver, 2; South Side, 25c.; St. Clair, 3½.

Baltimore.—Central Ohio Railroad, 41½; do., 1st mort., 86⅜; Wilmington, Columbia and Augusta 1st mort., 81: Western Maryland 3d mort., guar., 96½; Northern Central 6s, 1900, gold, 91½; Orange, Alex. and Manasses 7s, 80; Virginia and Tennessee 3d mort. 8s, 88¼; Orange and Alexandria 4th mort. 8s, 80; Maryland 6s, 1885, coupon, 99; do. Defense 6s, 104; do. 5s, 80; Virginia Consols, new, 52¼; do. past due coupons, 81⅞; do. ex Jan., 1873, coupon, 53½; do. punctured coupons, 22; do. peelers, 52¼; Atlantic Coal, 2.25. The latest quotations are: South Side 1st mort., 8s, 89⅞@90; do. 2d mort. 6s, guar., 71⅝@72¼; do. 3d mort. 6s, pref., 65@70; Wilmington, Columbia and Augusta bonds, 80⅞@81¼; Pittsburg and Connellsville 7s, 1898, 93⅜@93½; Baltimore and Ohio, 179@179¾; do., 6s, 1875, 97¾@98; do., 1880, 97@97; do., 1885, 97½@98; Parkersburg Branch, 11@—; Northern Central, 38½@38; do. 6s, 1885, 92@92½; do., 1900, 88@90; do., 6s, 1900 gold, 91½@91⅝; N. W. Va. 1st mort., —@92½; do., 2d mort., —@—; do., 3d mort., 1885, 90@96; Marietta and Cincinnati 1st mort. 7s, 1892, 99@99½; do., 2d mort., 7s, 90¾@91¼; do., 3d mort., 8s, 83¼@84; Central Ohio, 41½@42; do. pref., 42@43½; do. 1st mort., 86⅜@86½; Western Md. 1st mort. 6s 1890,

80@89; do. 1st mort. guar., 97@97½; do., 2d mort. guar., 97@97¼; do. 3d mort., guar., 97@97; do. 2d mort pref., 70@80¾; do., 2d mort. guar. by Washington Co., 79@84½; Richmond and Danville 1st mort., 77½@78½; Orange and Alexandria 1st mort. 6s, 96@97; do., 2d mort 6s, 86½@—; do., 3d mort. 8s, 94@97; do., 4th mort. 8s, 80¼@80½; Orange, Alex. and Manassas 7s, 80⅜@80⅞; Virginia and Tennessee 1st mort. 6s, 95@—; do., 6s, 2d mort., 77½@79; do. 8s, 3d mort., 87¾@90; Baltimore 6s, 1875, 99⅝@100; do., 1884, 98½@99; do. 1886, 98@99¼; do., 1890, 97⅜@97⅝; do., 1893, 97@97; do. 1893, exempt, 99½@100; do., 1900, exempt, 97@97½; do. 1900, new, 98@98⅝; do. 1902, 98@99¼; Memphis City 6s, 59¼@59½; Maryland Defense Loan, 1883, 104@104½; Virginia 6s, old, 36⅛@—; do. coupons old, 39½@40½; do. consol. 6s, 56@56⅜; do. reg. 51@53; do. coupons, 83@—; West Virginia, 14¼@14⅜; City Passenger R. R., 22@22¼; George's Creek Coal, 118@124.

Newburg and Midland Railroad.

A special meeting of the directors of this company was held in Newburg on the 20th inst., to consider what steps should be taken in view of the movements made by other roads to extend their lines and obtain the business to which the Newburg and Midland Railroad would be entitled by its charter. A letter was received from Mr. Homer Ramsdell, in which he urges a diversion of the subscriptions from the purposes originally intended, to that of building a road about ten miles long, connecting the Wallkill Valley Railroad with the "Short-cut," at Temple Hill. Mr. Ramsdell explained how the new road would build up the business of Newburg, and subserve the same purpose for which the subscriptions to the Newburg and Midland Road were originally intended.

It was then resolved that the subscribers to the stock of the Newburg and Midland Railroad be requested to meet in Newburg, the 10th of April, to consider the plan to be adopted for the construction of a railroad from Newburg to Walden.

☞ Messrs. Crowly, Dickinson & Co., contractors for building the Towsontown Narrow Gauge Railroad, are vigorously pushing forward the work of grading the same, and expect to have the track ready for the cars by the middle of July. The contractors are at present engaged grading at a point near Sumwalt's ice-house. The road is to begin from a point on North Avenue, near Oak street, and will run parallel with Charles street avenue, crossing a portion of the Shepperd Asylum property, and connecting with the proposed Towsontown and Lake Roland road, a short distance beyond the Shepperd Asylum property. The latter road is to be constructed during the coming summer.

☞ The cash receipts of the Philadelphia and Erie Railway for the first two months of the current year were $568,113, against $499,438 in same time last year, an increase of $68,673.

☞ The estimated earnings of the Kansas Pacific Railway for the week ending March 15 are: freight, $44,876 36; passengers, $27,242 36—total, $72,118 72.

Boston, Hartford and Erie Railroad.

We learn from Boston that Judge Shepley, of the United States Circuit Court, has refused to grant the injunction asked by the Erie Railway to restrain the trustees of the Boston, Hartford and Erie Railroad, under the Berdell mortgage, from foreclosing and forming a new corporation. Though assuming full jurisdiction under the Bankrupt act both in law and equity, he declined to interfere with the decrees of the State courts as to underlying mortgages, and would not interfere with the operation of the trust until the question of the status of general creditors had been established and power of sale given by the District Court acting concurrently. This decision insures the transfer of the property to the bondholders under the Berdell mortgage, and the speedy completion of the whole road by the new corporation to be formed by the bondholders.

☞ The Staunton (Va.) *Spectator* says that T. M. Almond, Esq., of Page county, one of the directors of the Washington, Cincinnati and St. Louis Narrow Gauge Railroad Company, is now on the line of that road securing deeds of release from damages from persons living along the line. He expresses the opinion that work will be commenced on the road this spring. From Harrisonburg to Point Pleasant, on the Ohio river, a distance of about 280 miles, this road will run nearly midway between the lines of the Chesapeake and Ohio and the Baltimore and Ohio roads, at about an average distance of fifty miles from each.

☞ The directors of the Pennsylvania Petroleum Railroad (recently leased to the Atlantic and Great Western Railroad Company) are: A. H. Steele, J. D. Barton, Thomas Warnock, R. E. O'Brien, J. H. Dynes, W. B. Shattuc and J. T. Warn. The officers are: James B. Hodgskin President, A. H. Steele, Vice-President. The general office of the company is to be removed to Meadville. Work on the road will be commenced at once, and will be speedily completed.

☞ The Chief Engineer of the New York Central and Hudson River Railroad has issued his advertisement for proposals for the graduation and masonry for two additional tracks upon the main line of the railroad of this company between Albany and Buffalo.

☞ Messrs. Grant, Alexander & Co. propose to the Macon, Monticello and Atlanta Railroad Company, to grade the road for $300,000, half in cash and half in stock. The grading would be from Covington to the connection with Macon and Augusta Railroad, 12 miles from Macon.

☞ The completion is announced of the Houston and Texas Central Railroad to Red River City, connecting with the Missouri, Kansas and Texas Road. Trains will now be run through from Galveston and Houston to St. Louis.

☞ The total quantity of coal raised by the Intercolonial Coal Mining Company in 1872 was 134,902 tons, against 55,798 tons in 1871.

☞ The Brooks locomotive works at Dunkirk, N. Y., employ 570 men, and the number will soon reach 600.

☞ A route for a new railroad from Stissing to Rhinebeck is being surveyed.

OFFICE OF FISK & HATCH,
No. 5 NASSAU-ST., NEW YORK, Mar. 26, 1873.

The SIX PER CENT GOLD BONDS of the CHESAPEAKE AND OHIO RAILROAD COMPANY, being secured by a First Mortgage on a completed Road—which is one of the great East and West Trunk Lines, commanding a large through business, and which, from the immense Mineral, Agricultural, and other valuable resources of the country it traverses, is assured of a very remunerative local traffic—are among the most substantial and satisfactory investment securities in the market; and, at the present price, 87½ and accrued interest, yield a liberal rate of interest on their cost.

They are in denominations of $100, $500, and $1,000, coupon and registered; interest payable May and November; principal and interest in gold coin in New York.

We also buy and sell at current market rates, the WESTERN PACIFIC SIX PER CENT GOLD BONDS originally negotiated by us, and now quoted at the Stock Exchange, and widely known as favorite securities in the principal money markets. Coupon bonds of $1,000; interest payable January and July; principal and interest payable in gold in New York. Price to-day is 94¾@95.

We buy and sell GOVERNMENT and CENTRAL PACIFIC BONDS, receive deposits, on which we allow interest, make collections, and do a general banking business.

FISK & HATCH.

Camden and Atlantic Railroad.

The annual report to the stockholders of the Camden and Atlantic Railroad states that, during the year 1872, the receipts of said road were as follows: For passengers, $288,029 22; freight, $112,454 17; express, $23,212 06; ferry, $36,771 75; May's Landing branch, $2,329 46; United States mail, $3,000; miscellaneous, $1,239 87; total, $467,036 03. The cost of operating the road was in the aggregate, $221,598 86. Receipts over cost of working road, $245,437 18. During the year there were carried over the road 78,516 through passengers, 271,569 way passengers, 67,090 excursionists, and 69,324 tons of freight. 811 tons of new rails have been laid, and 200 tons of old cut and relaid. Many essential repairs have been made, and the facilities for accommodating the public are reported upon favorably.

☞ The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending March 15, at 326,235 tons, and for the coal year at 2,819,589 tons, against 2,859,478 tons to corresponding time last year, being a decrease of 39,889 tons. The bituminous tonnage for the week is 37,207 tons, and for the year 287,819 tons, giving a total of all kinds for the week of 363,442 tons, and for the year 3,117,408, being an increase as against production to same time last year of 17,202 tons.

☞ The Sandusky, Ashland and Tuscarawas Valley Railroad Company has been incorporated with a capital stock of $200,000, for the purpose of constructing a railroad from Sandusky, through Erie, Huron, Ashland, Holmes, Coshocton and Tuscarawas counties, Ohio, to New Comerstown. The corporators are G. B. Smith, James E. Chase, W. Stilwell, H. C. Breckenridge, D. C. Richmond, A. James Sterling, J. O. Jennings and R. D. Freer.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of February, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool.....	$3,729,846	$3,692,357
" cotton...	3,062,648	3,135,978
" silk	3,498,026	2,560,572
" flax	1,640,592	1,481,640
Miscellaneous dry goods..	1,291,399	910,950
Total entered for consump	$13,222,511	$11,781,497

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool	$1,580,272	$1,547,909
" cotton ...	958,308	1,210,700
" silk.....	1,212,038	1,171,891
" flax	748,950	775,211
Miscellaneous dry goods..	169,564	205,257
Total withdrawn from warehouse	$4,669,182	$4,910,968
Add entered for consump.	13,222,511	11,781,497
Tot. thrown on the market.	$17,891,643	$16,692,465

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$1,678,786	$1,463,653
" cotton ...	830,936	1,274,068
" silk.....	1,031,176	1,345,763
" flax	608,524	786,681
Miscellaneous dry goods..	187,595	231,216
Total entered for wareh'g..	$4,337,017	$5,101,381
Add entered for consump.	13,222,511	11,781,497
Total entered at the port.	$17,559,528	$16,882,878

The imports of foreign dry goods at New York for two months ending with February, were:

ENTERED FOR CONSUMPTION.

	1872.	1873.
Manufactures of wool..	$5,836,846	$5,640,669
" cotton	1,188,722	5,200,205
" silk ..	5,461,961	5,389,853
" flax ..	2,709,555	2,520,321
Miscellane's dry goods.	2,226,735	1,615,219
Total entered for cons'p.	$21,373,819	$19,366,267

WITHDRAWN FROM WAREHOUSE.

	1872.	1873.
Manufactures of wool ...	$2,818,370	$2,952,646
" cotton..	1,724,675	2,131,096
" silk	2,057,275	1,836,470
" flax	1,480,516	1,452,814
Miscellaneous dry goods.	334,984	315,625
Total withdrawn from warehouse	$8,415,820	$8,688,651
Add entered for consump.	21,373,819	19,366,267
Total thrown on the market.....	$29,789,639	$28,054,918

ENTERED FOR WAREHOUSING.

	1872.	1873.
Manufactures of wool....	$3,159,507	$2,750,500
" cotton..	2,040,196	2,741,351
" silk	2,290,072	2,871,524
" flax	1,254,761	1,496,980
Miscellaneous dry goods.	409,095	434,249
Total entered warehouse.	$9,153,631	$10,294,604
Add entered for consump.	21,373,819	19,366,267
Total entered at the port..	$30,527,450	$29,660,871

☞ Intelligence has been received from St. Petersburg that the Russian Government has ordered a land survey to be commenced simultaneously at several points in the early spring for the construction of a direct railway communication between European Russia and Siberia. A definite decision upon this project is expected to be given during the course of the year.

Journal of Railroad Law.

RAILROAD COMPANIES—LIABILITY FOR DAMAGE TO PROPERTY CAUSED BY SPARKS FROM LOCOMOTIVE—NEGLIGENCE.

The case of Rolke *vs.* The Chicago and Northwestern Railway Company, (26 Wisc., 537), was an action for the destruction of the plaintiff's property by reason of running a locomotive by and through plaintiff's land, so negligently and carelessly managing the same that sparks from the smoke-stack and coals from the ash pan or fire-box escaped and set fire to the combustible matter along the track from whence it communicated to plaintiff's premises, and destroyed his property, &c. Verdict for the defendant company, and the plaintiff appealed.

The following is the opinion of the court delivered by—

COLE, J.—Among other instructions asked by the plaintiff, which the county court refused to give, was one in substance and to the effect that if the jury found from the evidence that the engine set a fire on the track of the roadway on the day named, adjoining the premises of the plaintiff, and that the servants of the defendants in charge of such engine and train knew such fire to be set and kindled, then the servants of the company were bound to use ordinary care and diligence to extinguish such fire; and if the servants of the defendant knew the fire was so set at about the time it was so set, and used no efforts whatever to extinguish such fire, but went away and left it burning, such conduct on the part of the servants of the company was evidence of negligence, and ought to be taken into consideration in determining the question whether the train was managed with care with regard to fire. We think this instruction should have been given. It appears that the train in question was a gravel train, engaged in the repair of the road-bed, and had about twenty-eight men on the train. And even if it had been prudent and necessary for the train itself to move off to the proper station as soon as it was unloaded, in order to avoid collision with other trains, what difficulty was there in leaving behind a sufficient number of men to put out the fire? It was a dry time in the summer, when a fire kindled upon the track of the road would very likely spread to the adjoining premises. Men of ordinary care would, under such circumstances, use proper diligence to prevent the fire from communicating to the property of others; and if according to the hypothesis upon which the instruction is framed, the employees of the company knew that after a fire had been kindled on the track by means of the locomotive, they were certainly bound to use ordinary care and diligence to extinguish it; and if they used no efforts whatever to extinguish it, but went away and left it burning, such conduct, we think, would amount to negligence.

These remarks are made with reference to the character and condition of the train in question. It was a gravel train, and there could be no difficulty, even if the train moved off, in leaving behind a portion of the men to look after the fire. In the case of an ordinary freight or passenger train, even if the employees knew the locomotive had kindled a fire upon the track, yet it might not be possible to stop the train and put it out or leave behind any one for that purpose. The safety of the train and passengers would be a matter of first importance, and negligence could not necessarily be imputed if the servants left the fire burning without using any efforts to extinguish it. But the instruction, when applied to the facts of this case, raises quite a different question, and that is, whether, when a fire has been set by a gravel train, which has a large number of men on the train who knew about the fire, they can all go away, leaving the fire to spread and destroy the property of others, without being guilty of negligence. It seems to us that such conduct on the part of the servants of company would almost deserve the warm language used by Juge Breese, in Bass, *vs.* C., B. & Q. R. R. Co., 28 Ill., 9-19, as being "unworthy of civilized and christian men." At all events, if the jury found from the evidence that the supposed facts were established, we have no doubt the company would be liable for the loss occasioned by the fire.

Without alluding to the other questions discussed, we reverse the judgment, and send the case back for a new trial, on account of the error in refusing to give the instruction above referred to.

Judgment reversed.

The Western Connections of the Chesapeake and Ohio Railroad.

The Richmond *Dispatch* has the following from Huntington, W. Va., the Western terminus of the Chesapeake and Ohio Railroad: The Engineer Corps of the Southern Ohio Railroad completed the survey from Dayton, Ohio, to this point on Saturday last. The charter under which this survey was made contemplates an extension of the Chesapeake and Ohio Railroad from Huntington via Portsmouth, Hillsboro' and Wilmington to Dayton, a distance of one hundred and fifty-five miles, with an alternate coal and iron road via Symmes Creek Valley, Jackson and Piketon, to Hillsboro'. The line by way of Portsmouth, on the Ohio river (forty-six miles below Huntington), is reported to be of very light cost and favorable character throughout, and has the advantage of affording forty-six miles of common line for the Dayton and Cincinnati connections, should the line to the latter city be built down the Ohio Valley. The latter is probably an urgent necessity on the part of the Chesapeake and Ohio Company. No grade of over fifteen feet to the mile is encountered from Huntington to Cincinnati, a distance of one hundred and fifty-one miles, and the subscription of one and a quarter million dollars by Cincinnati, aided by the subscriptions in Clermont, Brown, Adams, Sciota, and Lawrence counties, will go very far toward defraying cost of construction. The coal trade over this line from the Kanawha fields to Cincinnati for home consumption and distribution must necessarily be immense, as well as the freight and passenger travel eastward. Already the present freight from Cincinnati eastward, over the Chesapeake and Ohio line, crippled in transit by the uncertain river navigation and the unfinished condition of the Chesapeake and Ohio road, foots up twenty cars per day. The northwest connection to Dayton is of still more value, traversing, as it does, the richest section of Southern Ohio, and necessarily affording an immense local traffic eastward. At Dayton a direct connection is made to Chicago via the Dayton and Union and the Columbus, Chicago and Indiana Central Railroad, giving a line of 270 miles length through an extremely productive and thickly settled region. At Chicago the northwest system of railroads is fairly tapped, including the uncompleted Northern Pacific. The line from Chicago, via Dayton, Hillsboro', and Portsmouth to Huntington, is forty-two miles shorter than a line passing through Cincinnati to Dayton and Chicago, and affords the latter city the shortest and lowest grade outlet possible to the eastern seaboard. It has been proposed to build an independent line from Day-

ton to Chicago, shortening the distance over the existing lines some twenty miles, and large subscriptions are being made upon this route as inducements to the Chesapeake and Ohio Company for its construction. The tonnage from the Northwest to the East over this extension must be enormous. The distance from Richmond to Chicago (by existing lines between Dayton and Chicago) will be eight hundred and thirty miles. From Richmond via Huntington and Portsmouth to Cincinnati, the route is five hundred and seventy-three miles. Upon the proposed Ohio extensions to Cincinnati and Dayton via Portsmouth a total of two hundred and fifty-nine miles of road, it is reported the local subscriptions foot up nearly three million dollars, which affords conclusive evidence of the great importance attached by the people of Ohio to the Chesapeake and Ohio Railroad as their eastern outlet, and renders the first cost of construction to that company but a slight burden comparatively. The Ohio lines necessitate a bridge across the Ohio River at Huntington, which is the only serious obstacle of delay anticipated in construction. It is understood that the line from Huntington to Cincinnati can be easily graded within nine months after commencement, and the northwestern route to Dayton be as readily completed within a year's time, both lines being of very light cost. With the completion of the Ohio roads, and of the Elizabethtown, Big Sandy and Lexington road to Lexington and Louisville, Ky., all of which two years' time should bring about, the traffic and travel over the Chesapeake and Ohio Railroad will necessarily be very great. It will probably require two tracks to transact the business of the road, even at so early a date, should these connections be perfected. The distance from Richmond via Huntington, Lexington and Louisville, to St. Louis, after the completion of the "Big Sandy" Railroad, will be about 935 miles only, and equal to some thirty-six hours of time. By way of the river line from Huntington to Cincinnati and via the Ohio and Mississippi Railroad the distance to St. Louis will be some twenty miles shorter from Richmond.

Pittsburg, Cincinnati and St. Louis Railway.

The annual meeting of the stockholders of this company was held in Steubenville, Ohio, on the 18th inst.

The first business transacted after receiving the annual report of the directors was to vote on the ratification of the lease of the Cincinnati and Muskingum Valley Railroad, as authorized by the stockholders at their meeting held December 30, 1871. The vote showed 135,841 shares of stock cast in favor of the ratification, and none against, so the lease was declared ratified.

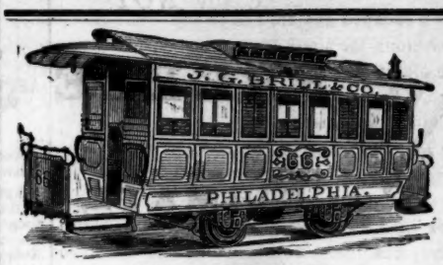
The next thing in order was the election of thirteen directors for the ensuing year, when the following persons were unanimously chosen: Thos. A. Scott, George B. Roberts, Josiah Bacon, H. H. Houston, Thos. L. Jewett, Wm. Thaw, J. N. McCullough, Wm. Phillips, Robert Sherrard, Jr., D. S. Gray, Geo. W. Adams, Rollin C. Hurd and Alfred Gaither.

The members of the board present were immediately qualified, and vote by ballot being dispensed with, organized by the election of the following officers: President, Thos. A. Scott; Vice President, Wm. Thaw; Secretary, W. H. Barnes; Assistant Secretary, Justin G. Morris.

After filling some vacancies in the standing committees the board adjourned *sine die*.

☞ Surveys are proceeding for the construction of a line from the Atlantic to the Pacific, via the Brazilian province of Matto Crosso. A concession of this line has been granted to the Baron de Maua.

☞ At the annual meeting of the stockholders of the Pittsburg, Fort Wayne and Chicago Railway Company, held in Pittsburg on the 19th inst., the following gentlemen were elected directors for four years: William B. Ogden, of Chicago; Jesse L. Williams, of Fort Wayne; Louis H. Meyer, of New York. The President G. W. Cass, and secretary and treasurer, F. M. Hutchison, were continued.



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Notice to Contractors.

NEW YORK CENTRAL AND HUDSON RIVER R. R.,
CHIEF ENGINEER'S OFFICE,
ALBANY, March 18th, 1873.

Proposals will be received until Thursday, April 10th, at 12 o'clock M., for the Grading and Masonry for two additional tracks upon the main line of the railroad of this Company between Albany and Buffalo.

The work will be divided into sections, and proposals may be submitted for the entire work upon one or more sections, or for the grading or masonry separately.

The Company reserve the right to reject any or all proposals, if deemed for its interest so to do.

Ample security for fulfillment of contract will be demanded.

Profiles, quantities and specifications can be seen on and after March 26th; those for the First Division (Albany to Syracuse) at the office of A. S. Wurtele, Division Engineer, Exchange Building, Albany; and for the Second Division (Syracuse to Buffalo) at the office of William A. Haven, Division Engineer, Rochester.

Proposals must be enclosed in sealed envelopes, endorsed "Proposals for New Tracks," and addressed to the undersigned, at Albany.

CHARLES H. FISHER,
Chief Engineer.

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1,500 Tons Foreign Steel Rail, approved Brands, in Yard.
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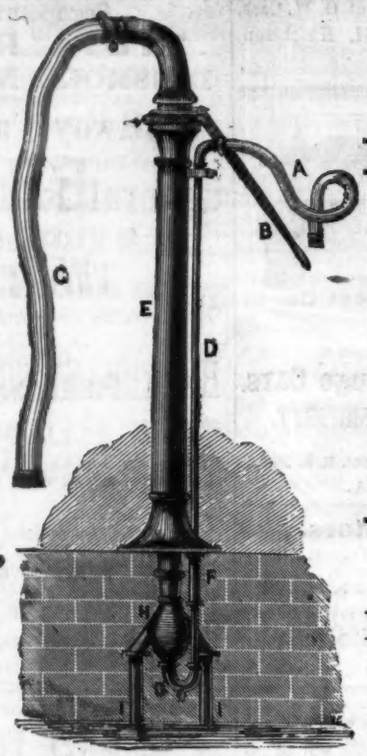

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The Engineer in charge of the Locomotive attaches the Hose A to a steam valve in the boiler. Steam passed through the pipe D and slip joint F into the globe H, producing a vacuum; the water is then lifted through the pipes I I and forced through the column E and hose C into the tender, filling any ordinary tender in about three minutes. When steam is shut off all the water in the pipes returns into the well, and any condensed steam passes off through the drip valve G, leaving nothing to freeze. The handle B serves to turn the discharge pipe and hose in any direction. The water delivered into the tender is warm, thus utilizing the steam used. The discharge tubes, represented above made of hose, can be made of iron if preferred.

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Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

April 5, 1873—Steamer RISING STAR, Capt. S. P. Griffin, will leave Pier No. 42, North River, at 12 o'clock noon for Aspinwall direct, connecting at Panama with steamer CONSTITUTION, Capt. Morse, touching at Acapulco, Manzanillo Mazatlan; also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Steamer ALASKA will leave San Francisco, April 1, 1873, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

Special Notice.—Postponement of sailing—Steamer RISING STAR, will leave Pier No. 42 North River, for Aspinwall, at 12 o'clock noon, SATURDAY, April 5.

Steamer OCEAN QUEEN will follow and sail April 19, 1873. F. R. BABY, Agent.

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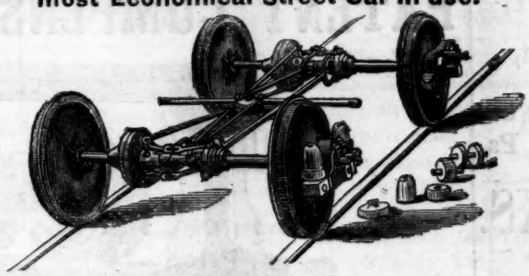

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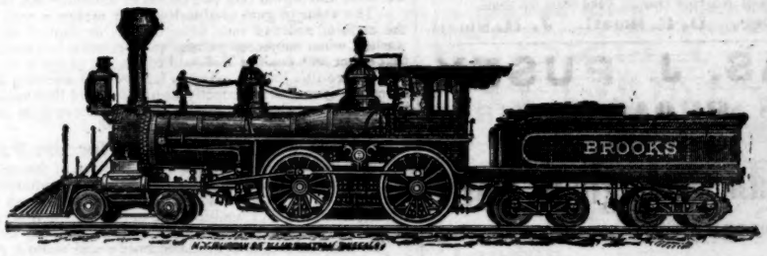

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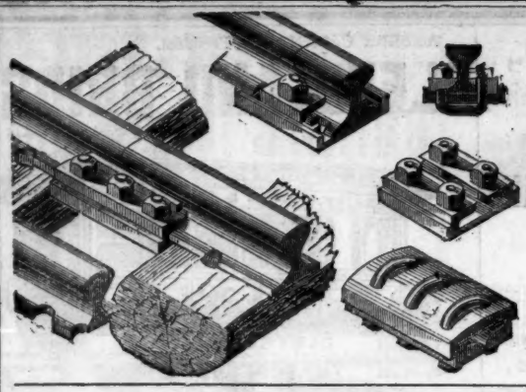

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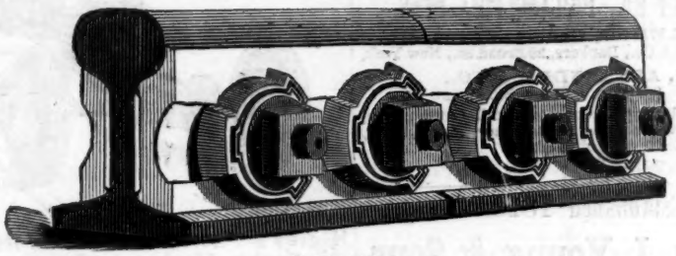

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The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

Where this Joint is securely fastened by screwing the nut upon the washer and gum in the cups with a lever three feet in length, it makes a perfectly tight joint, and thus secures what Railroad Managers have long desired—*a continuous rail*, with sufficient elasticity in the gum to relieve from and compensate for the sudden jar and at the same time allow for expansion and contraction by heat or cold.

We confidently claim for the PATENT COMPENSATING FISH-JOINT:

That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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